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THE WEEKLY OF BUSINESS AVIATION

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FAIRCHILD SERVICE BULLETIN AIMED AT CORRECTING PROP BOOT PROBLEM

Fairchild Aircraft Corp. has issued a service bulletin designed to resolve a problem regarding deice boots on the propellers of Fairchild Metro and Merlin aircraft. Issuance of the service bulletin was necessitated by an earlier FAA airworthiness directive on the aircraft, which would have prohibited their flight into known or forecast icing conditions after Nov. 24 unless the deice system was operating properly.

FAA issued the AD because Metro and Merlin operators were experiencing low voltage at the prop heating elements or low ammeter indications. Operators had previously been able to operate into icing conditions when there were indications of insufficient current in the boots by repeatedly applying Icex, a substance designed to prevent the accumulation of ice, directly to the propellers. FAA, however, determined that use of Icex would no longer be a substitute for proper operation of the deice system and planned to prohibit flights into icing conditions if there were indications the system was not operating properly.

Metro operators told *BA* that in most cases the boots were receiving sufficient current to melt any ice that formed; the problem has been that the ammeter readings were consistently below the proper readings because of a voltage drop from the power source to the boots/ammeter installations. Inability to fly into icing conditions would have had a severe impact, particularly on scheduled operators.

A service bulletin issued Nov. 4 on SA226 Metro II and Merlin III/IV aircraft provides three compliance options to resolve the problem. These include either the installation of new relays and grounds; installation of heavier gauge wires; or, installation of a new B.F. Goodrich Hot-Prop Kit P/N 67-028. A separate service bulletin on SA227 Metro III and Merlin IIIC and IVC aircraft was to be issued late last week or early this week. Fairchild said the problem with the SA227 is primarily an instrument calibration situation, but the advisory circular also provides a means of increasing current to the prop boots if necessary.

BRITISH AEROSPACE HOPES TO ANNOUNCE PSA ORDER FOR 20 146 AIRCRAFT

British Aerospace officials hope to be able to announce a major order for as many as 20 BAe 146-200 jets from Pacific Southwest Airlines at this week's Regional Airline Association convention in the Bahamas. A BAe spokesman said last week that the company is planning a major announcement this week for the aircraft, but would not confirm that PSA is the customer. A PSA official, however, when asked about a major order for the 100-seat, four-engine turbofan, replied, "It's a possibility." He confirmed that PSA has had serious discussions with BAe about the aircraft, but said no contract has yet been signed. He also noted that representatives of both McDonnell Douglas and Boeing are pursuing a sale with the carrier. A final decision on new aircraft is likely to be made at today's (Monday's) meeting of the PSA board of directors.

PSA officials are planning to phase out their fleet of Boeing 727s and are interested in a new aircraft with a seating capacity of 100 or slightly above to complement its DC-9-80 fleet. The PSA spokesman said an aircraft with about 100 seats is desired for competitive reasons and said the carrier wants an airplane it can put into service in the near future.

If PSA does decide on the 146, it would be a major boost for the BAe program. BAe has 18 firm orders for the aircraft and options for 20 more. Of the 18 firm orders, six aircraft have been delivered including two each to Air Wisconsin, Dan-Air and the Royal Air [illegible]e. Air Wisconsin is scheduled to receive its third 146 next month *(see related item on Page 158).*

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — OCTOBER UNIT SHIPMENTS

		Oct. 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	4	0
BE-C23	Sundowner	2	14	2
BE-C24R	Sierra	0	3	0
BE-F33A	Bonanza	1	14	1
BE-V35B	Bonanza	0	4	0
BE-A36	Bonanza	3	52	3
BE-B36TC	Bonanza	5	53	5
• Multi-Engine				
BE-B55	Baron	0	13	0
BE-E55	Baron	0	4	0
BE-58	Baron	3	29	3
BE-58TC	Baron	0	3	0
BE-58P	Baron	0	8	0
BE-76	Duchess	0	8	0
BE-B60	Duke	0	8	0
BE-C99	Airliner	2	14	2
BE-C90-1	King Air	0	13	0
BE-F90-1	King Air	3	15	3
BE-B100	King Air	0	4	0
BE-200	Super King Air	1	51	1
BE-200C	Super King Air	0	13	0
BE-200T	Super King Air	0	1	0
TOTAL		20	328	20
Manufacturers net billing - $10,769,203				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	0	15	0
HS-748		1	7	1
BAe 146-100		1	5	1
BAe 146-200		0	2	0
HS-125-700	Model A	2	8	2
HS-125-700	Model B	0	9	0
TOTAL		4	46	4
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	*	7	*
BN-2T	Islander	*	2	*
Mark III	Trislander	*	1	*
TOTAL		*	10	*
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		1	159	1
CE-A152	Aerobat	1	8	1
CE-172	Skyhawk	6	197	6
CE-172	Cutlass	0	18	0
CE-172RG	Cutlass	4	48	4
CE-182	Skylane	7	72	7
CE-122	Turbo Skylane	0	16	0
CE-182RG	Skylane RG	3	29	3
CE-182RG	Turbo Skylane RG	0	18	0
CE-185	Skywagon	2	22	2
CE-U206	Stationair 6	3	59	3
CE-TU206	Turbo Stationair 6	1	48	1
CE-208	Stationair 8	0	6	0
CE-TU208	Turbo Stationair 8	1	5	1
CE-210	Centurion	3	22	3
CE-T210	Turbo Centurion	3	46	3
CE-P210	Pressurized Centurion	1	22	1
CE-188	AgHusky	0	17	0
CE-188	AgTruck	0	20	0
• Multi-Engine				
CE-303	Crusader	3	52	3
CE-335		0	1	0
CE-340		1	20	1
CE-402		2	18	2
CE-404	Titan	0	0	0
CE-414	Chancellor	0	9	0
CE-421	Golden Eagle	0	26	0
CE-425	Conquest I	2	28	2
CE-441	Conquest II	3	17	3
CE-500	Citation I	0	10	0
CE-550	Citation II	4	26	4
CE-650	Citation III	2	13	2
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	15	0
CE-F152	Aerobat	3	4	3
CE-F172	Skyhawk	1	19	1
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		57	1,090	57
Manufacturers net billing - $31,015,025				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	0
AD-My.20	Falcon	0	3	0
AD-My.200	Falcon	0	6	0
AD-My.50	Falcon	0	12	0
TOTAL		0	22	0
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		1	7	1
DHC-7		0	3	0
TOTAL		1	10	1
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	2	13	2
EMB-710	Carioca (PA-28-235 Dakota)	0	2	0
EMB-711	Corisco (PA-28RT-201 Arrow)	2	4	2
EMB-712	Tupi (PA-28-181 Archer II)	0	2	0
EMB-720	Minuano (PA-32-310 Saratoga)	0	3	0
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	3	0
• Multi-Engine				
EMB-110	Bandeirante	0	10	0
EMB-121	Xingu	0	1	0
EMB-810D	Seneca II	2	31	2
EMB-820	Chieftain	0	1	0
TOTAL		6	70	6
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		1	1	1
Merlin IV-C		0	7	0
Metro III		0	9*	0
Expediter		5	12**	5
TOTAL		6	29	5

* Figure has been reduced by one. Fairchild reported a Metro III delivery for September that did not take place.
** Figure has been increased by seven to reflect unreported September deliveries.

GATES-LEARJET				
• Multi-Engine				
LR-25D		0	5	0
LR-35A		0	4	0
LR-36A		0	2	0
LR-55		0	13	0
TOTAL		0	24	0
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	0
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	27	3
AE-840	Turbo Commander	0	5	0
AE-900	Commander 900	1	8	1
AE-980		0	0	0
AE-1000		1	11	1
TOTAL		5	51	5
Manufacturers net billing - $37,602,000 (Exports: 1 GR-1159A to U.K. and Kuwait)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	0	7	0
TOTAL		0	7	0

		Oct. 83	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		3	19	3
LA-250	Renegade	0	2	0
TOTAL		3	21	3
Manufacturers net billing - $305,636				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	0
M-5-200		1	1	1
M-5-235C	Lunar Rocket	2	6	2
M-6-235		0	25	0
TOTAL		3	33	3
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	5	0
Diamond		0	28	0
TOTAL		0	33	0
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	7	72	7
M-20K	231	5	43	5
TOTAL		12	115	12
(Exports: 1 201 to Canada)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	0	10	0
PA-28-161	Warrior	9	98	9
PA-28-181	Archer II	7	69	7
PA-28-236	Dakota	0	20	0
PA-28RT-201	Arrow IV	0	1	0
PA-28RT-201T	Turbo Arrow IV	1	39	1
PA-32-301	Saratoga	0	18	0
PA-32-301T	Turbo Saratoga	1	7	1
PA-32R-301	Saratoga SP	2	19	2
PA-32R-301T	Turbo Saratoga SP	2	32	2
PA-36-375	Pawnee Brave	0	10	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	3	0
PA-31-325	Navajo C/R	1	10	1
PA-31-350	Chieftain	1	27	1
PA-31P-350	Mojave	2	12	2
PA-31T-501T	Cheyenne I	2	4	2
PA-31T-501T	Cheyenne IA	0	4	0
PA-31T-620	Cheyenne II	0	6	0
PA-31T2-620	Cheyenne II XL	0	7	0
PA-42-720	Cheyenne III	0	9	0
PA-42-720	Cheyenne IIIA	1	3	1
PA-34-220T	Seneca III	6	60	6
PA-44-180	Seminole	0	15	0
PA-44-180T	Turbo Seminole	0	1	0
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	0	1	0
PA-602P	Aerostar	0	12	0
PA-T1020		4	6*	4
PA-T1040		1	5	1
TOTAL		40	509	40
Manufacturers net billing - $9,400,000				
* Piper previously reported delivery of four T1020s in September, but those four aircraft were not delivered until October. Therefore, calendar year T1020 figure remains at six.				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	0
TOTAL		0	1	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	5	0
SD-3-60		1	20	1
TOTAL		1	26	1
	SINGLE-ENGINE	95	1,533	95
	MULTI-ENGINE	63	892	63
	GRAND-TOTAL	158	2,425	158

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	October			Calendar Year to Date			Fiscal Year to Date †		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	20	26	77	328	452	1,041	20	26	77
British Aerospace	4	0	3	46	21	27	4	0	3
Britten-Norman	*	1	3	10	13	28	*	1	3
Cessna	57	107	247	1,090	1,910	4,001	57	107	247
Dassault	0	7	6	22	51	71	0	7	6
De Havilland	1	*	*	10	*	*	1	*	*
Embraer	6(0)	7(7)	13(6)	70(11)	155(64)	168(66)	6(0)	7(7)	13(6)
Fairchild	6	1	7	29	31	56	6	1	7
Gates	0	5	11	24	76	105	0	5	11
Gulfstream	5	8	10	51	70	261	5	8	10
Israel	0	*	1	7	18	31	0	*	1
Lake	3	2	4	21	17	47	3	2	4
Maule	3	3	0	33	33	37	3	3	0
Mitsubishi	0	1	3	33	22	34	0	1	3
Mooney	12	14	25	115	151	296	12	14	25
Piper	40	82	166	509	858	2,192	40	82	166
Rockwell	0	0	2	1	2	35	0	0	2
Short	1	0	1	26	12	13	1	0	1
TOTAL	158	264	579	2,425	3,892	8,443	158	264	579

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

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NBAA OBJECTS TO AIRPORT RESTRICTIONS DURING OLYMPICS

National Business Aircraft Association has objected to restrictions on general aviation flights proposed by FAA during the 1984 Olympics in Los Angeles. In a letter to FAA Administrator J. Lynn Helms, NBAA President John Winant said he is "seriously concerned" about the agency's proposal to prohibit GA flights in and out of Los Angeles and Ontario International Airports next July and August *(BA, Nov. 28/169).*

Winant said such a prohibition "would be totally at odds with the equitable manner in which you and your predecessors have dealt in the past with constrained circumstances." He also charged that "the prohibition of general aviation from two specific airports will establish a precedent that would be extremely injurious to future growth and well-being of the aviation community. This restriction, if permitted, could serve as the precedent for future administrations seeking easy solutions for other air traffic congestion problems within the National Airspace System."

FAA has scheduled a hearing this Wednesday in Los Angeles on its Olympic traffic restrictions, where NBAA representatives will attempt to convince agency officials to modify their proposal.

LSI ATTEMPTING TO ACQUIRE BANGOR PUNTA STOCK

Board of directors of Bangor Punta Corp. may meet this week to consider the latest offer from Lear Siegler Inc. to acquire the outstanding stock of Bangor. LSI said last week it had purchased 1.5 million shares of Bangor's stock from James E. Stewart, chairman of Lone Star Industries and a member of Bangor Punta's board. That transaction, valued at $39 million, gave LSI control of 20 percent of Bangor's 7.2 million outstanding common shares. LSI Chairman Robert T. Campion also offered to acquire the remainder of Bangor's stock at the same $26 per share paid to Stewart.

Bangor announced a week ago that it was considering a merger proposal *(BA, Dec. 5/181),* but Bangor Chairman David Wallace said early this week that he would not recommend approval of the $26 per share offer to his board of directors. Following Wallace's rejection of the initial offer, LSI increased its offer for the remaining Bangor stock. Consideration of the improved offer had been set for a Bangor board meeting last Thursday, but that session was postponed "pending further developments." A Bangor spokesman said late Friday the meeting will not take place until this week at the earliest.

Bangor has reported profitable operations for its sailboat, handgun and agricultural operations, but the company's results have been severely impacted by the poor performance of Piper Aircraft *(BA, Nov. 28/172).* Lear Siegler, headquartered in Santa Monica, Calif., designs and builds a wide range of electronic and mechanical components for aerospace, surface and subsurface vehicles. In the most recent year, the company reported profits of $64 million on sales of $1.5 billion.

SPERRY TO RELOCATE CESSNA'S ARC DIVISION TO PHOENIX

Flight Systems Division of Sperry Corp., which is expected to sign a final agreement this week for the acquisition of Cessna Aircraft's ARC Avionics Division *(BA, Dec. 5/177),* plans to relocate the Cessna subsidiary from Boonton, N.J. to the Flight Systems Division headquarters in Phoenix, Ariz. A Sperry spokesman said the relocation will take place over the next six to eight months, Sperry said no decision has been

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – NOVEMBER UNIT SHIPMENTS

		Nov. 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	4	0
BE-C23	Sundowner	1	15	3
BE-C24R	Sierra	0	3	0
BE-F33A	Bonanza	1	15	2
BE-V35B	Bonanza	0	4	0
BE-A36	Bonanza	4	56	7
BE-B36TC	Bonanza	1	54	6
• Multi-Engine				
BE-B55	Baron	4	17	4
BE-E55	Baron	0	4	0
BE-58	Baron	3	32	6
BE-58TC	Baron	0	3	0
BE-58P	Baron	0	8	0
BE-76	Duchess	0	8	0
BE-B60	Duke	0	8	0
BE-C99	Airliner	3	17	5
BE-C90-1	King Air	0	13	0
BE-F90-1	King Air	1	16	4
BE-B100	King Air	0	4	0
BE-200	Super King Air	5	56	6
BE-200C	Super King Air	1	14	1
BE-200T	Super King Air	0	1	0
TOTAL		24	352	44
Manufacturers net billing - $17,785,279				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	1	16	1
HS-748		1	8	2
BAe 146-100		0	5	1
BAe 146-200		0	2	0
HS-125-700	Model A	0	8	2
HS-125-700	Model B	0	9	0
TOTAL		2	48	6
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	1	9	2
BN-2T	Islander	0	2	0
Mark III	Trislander	0	2	1
TOTAL		1	13	3
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	13	0
CL-601	Challenger	2	11	5
TOTAL		2	24	5
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	159	1
CE-A152	Aerobat	0	8	1
CE-172	Skyhawk	12	209	18
CE-172	Cutlass	0	17*	0*
CE-172RG	Cutlass	5	53	9
CE-182	Skylane	5	77	12
CE-122	Turbo Skylane	0	16	0
CE-182RG	Skylane RG	1	30	4
CE-182RG	Turbo Skylane RG	0	18	0
CE-185	Skywagon	2	24	4
CE-U206	Stationair 6	3	62	6
CE-TU206	Turbo Stationair 6	1	49	2
CE-208	Stationair 8	0	6	0
CE-TU208	Turbo Stationair 8	0	5	1
CE-210	Centurion	0	22	3
CE-T210	Turbo Centurion	0	46	3
CE-P210	Pressurized Centurion	6	28	7
CE-188	AgHusky	0	17	0
CE-188	AgTruck	1	21	1
• Multi-Engine				
CE-303	Crusader	1	53	4
CE-335		0	1	0
CE-340		0	19*	0*
CE-402		2	20	4
CE-404	Titan	0	0	0
CE-414	Chancellor	0	9	0
CE-421	Golden Eagle	1	27	1
CE-425	Conquest I	4	32	6
CE-441	Conquest II	2	19	5
CE-500	Citation I	2	12	2
CE-550	Citation II	3	29	7
CE-650	Citation III	2	15	4

		Nov. 83	Cal. Year	Fisc.† Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	15	0
CE-F152	Aerobat	0	4	3
CE-F172	Skyhawk	0	19	1
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		53	1,141*	109*
Manufacturers net billing - $30,922,346				
* Figures reflect manufacturer buyback of one CE-172 Cutlass and one CE-340				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	0
AD-My.20	Falcon	1	4	1
AD-My.200	Falcon	1	7	1
AD-My.50	Falcon	0	12	0
TOTAL		2	24	2
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		0	7	1
DHC-7		2	5	2
TOTAL		2	12	3
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	2	15	4
EMB-710	Carioca (PA-28-235 Dakota)	0	2	0
EMB-711	Corisco (PA-28RT-201 Arrow)	2	6	4
EMB-712	Tupi (PA-28-181 Archer II)	1	3	1
EMB-720	Minuano (PA-32-310 Saratoga)	0	3	0
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	3	0
• Multi-Engine				
EMB-110	Bandeirante	1	11	1
EMB-121	Xingu	1	2	1
EMB-810D	Seneca II	2	33	4
EMB-820	Chieftain	0	1	0
TOTAL		9	79	15
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	1	1
Merlin IV-C		1	8	1
Metro III		1	10	1
Expediter		0	12	5
TOTAL		2	31	8
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	5	0
LR-35A		0	4	0
LR-36A		0	2	0
LR-55		2	15	2
TOTAL		2	26	2
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	0
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	4	31	7
AE-840	Turbo Commander	1	6	1
AE-900	Commander 900	2	10	3
AE-980		0	0	0
AE-1000		1	12	2
TOTAL		8	59	13
Manufacturers net billing - $49,064,000				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	0	7	0
TOTAL		0	7	0

		Nov. 83	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		3	22	6
LA-250	Renegade	0	2	0
TOTAL		3	24	6
Manufacturers net billing - $345,431				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	0
M-5-200		0	1	1
M-5-235C	Lunar Rocket	0	6	2
M-6-235		0	25	0
TOTAL		0	33	3
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	1	1	1
TOTAL		1	1	1
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		2	7	2
Diamond		0	28	0
TOTAL		2	35	2
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	5	77	12
M-20K	231	13	56	18
TOTAL		18	133	30
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	1	11	1
PA-28-161	Warrior	15	113	24
PA-28-181	Archer II	10	79	17
PA-28-236	Dakota	2	22	2
PA-28RT-201	Arrow IV	0	1	0
PA-28RT-201T	Turbo Arrow IV	3	42	4
PA-32-301	Saratoga	2	20	2
PA-32-301T	Turbo Saratoga	1	8	2
PA-32R-301	Saratoga SP	3	22	5
PA-32R-301T	Turbo Saratoga SP	2	34	4
PA-46-310P	Malibu	4	4	4
PA-36-375	Pawnee Brave	0	10	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	3	0
PA-31-325	Navajo C/R	0	10	1
PA-31-350	Chieftain	2	29	3
PA-31P-350	Mojave	5	17	7
PA-31T-501T	Cheyenne I	0	6	2
PA-31T-501T	Cheyenne IA	2	4	2
PA-31T-620	Cheyenne II	0	6	0
PA-31T2-620	Cheyenne II XL	1	8	1
PA-42-720	Cheyenne III	0	9	0
PA-42-720	Cheyenne IIIA	1	4	2
PA-34-220T	Seneca III	11	83	17
PA-44-180	Seminole	0	3	0
PA-44-180T	Turbo Seminole	0	1	0
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	1	2	1
PA-602P	Aerostar	0	12	0
PA-T1020		0	6	4
PA-T1040		0	5	1
TOTAL		67*	576*	107*
Manufacturers net billing - $13,900,000				
* Figures include one PA-32RT-300T Turbo Lance delivery				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	0
TOTAL		0	1	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	5	0
SD-3-60		3	23	4
TOTAL		3	29	4
SINGLE-ENGINE		114	1,646	209
MULTI-ENGINE		87	1,002	154
GRAND-TOTAL		201	2,647	363

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	November			Calendar Year to Date			Fiscal Year to Date †		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	24	27	85	352	479	1,126	44	53	162
British Aerospace	2	2	2	48	25	29	6	4	5
Britten-Norman	1	1	3	13	14	31	3	2	6
Canadair	2	*	*	24	*	*	5	*	*
Cessna	53	95	346	1,141	2,005	4,347	109	202	593
Dassault	2	7	5	24	59	76	2	14	11
DeHavilland	2	*	*	12	*	*	3	*	*
Embraer	9(4)	13(3)	13(8)	79(28)	168(67)	181(70)	15(6)	20(10)	25(14)
Fairchild	2	5	11	31	36	67	8	6	18
Gates	2	8	13	26	84	118	2	13	24
Gulfstream	8	9	11	59	82	272	13	17	21
Israel	0	*	3	7	*	34	0	18	4
Lake	3	3	3	24	20	50	6	5	7
Maule	0	6	3	33	39	40	3	9	3
Maule Air Inc.	1	0	0	1	0	0	1	0	0
Mitsubishi	2	5	1	35	27	35	2	6	4
Mooney	18	17	20	133	168	316	30	31	45
Piper	67	83	142	576	941	2,334	107	165	308
Rockwell	0	0	1	1	2	37	0	0	3
Short	3	1	*	29	13	13	4	1	1
TOTAL	201	282	662	2,648	4,162	9,106	363	566	1,240

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

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THE WEEKLY OF
BUSINESS AVIATION

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DESPITE PROJECTED IMPROVEMENT, GA DELIVERIES TO REMAIN LOW

Despite a forecast for a significant percentage increase in deliveries of new general aviation aircraft this year, 1984 production and deliveries will remain far below their historical levels *(BA, Dec. 19/197).* In his annual review of the aerospace industry late last month, Karl Harr, president of the Aerospace Industries Association, said deliveries of new GA aircraft will climb 39.4 percent in 1984 to an estimated 3,650 units, compared to 2,685 expected to be delivered in calendar 1983. If Harr's forecast holds up, 1984 will represent the second lowest number of annual GA aircraft deliveries in three decades—since 3,071 new planes were produced in 1954.

Value of GA deliveries in 1984 is estimated at $2 billion, an increase of 39.3 percent over the $1.435 billion in 1983, which would make it the fourth best year since the industry began keeping records in the mid-1940s. The industry broke through the $2 billion barrier in 1979-1981 and just missed that level in 1982 when total sales were $1.99 billion. The forecast reaffirms the industry's continued emphasis on production of smaller numbers of more expensive aircraft, a trend that has accelerated during the past five years.

INTEREST, CONCERN GROWING ABOUT WHO WILL SUCCEED HELMS

There was growing interest, along with concern, among aviation interests in Washington last week about who will be selected to replace J. Lynn Helms as FAA Administrator after he departs that post Jan. 31 *(see Helms and Reagan letters on the back of Pages 2-5).* Although White House and Transportation Department officials may decide to keep Deputy Administrator Michael Fenello at FAA as acting administrator, there are fears the Administration may use the FAA post as a reward for a political supporter who lacks the necessary technical qualifications.

The timing of Helms' departure, only nine months before the November elections, would probably preclude many qualified persons from considering the position. For that reason, keeping Fenello on as acting administrator could be the most viable alternative. One knowledgeable observer, when asked what he thinks the Administration will do, said "I think they're gonna hand the sack to Mike Fenello and say 'here, hold this for a while.' " Fenello, while apparently lacking the drive and ambition Helms has displayed, is generally well regarded within the industry. He has been actively involved in the agency's airspace modernization program and could provide a sense of continuity for that effort.

Even if Fenello is given the job in the short term, the Transportation Department's involvement in FAA decisions is likely to increase. DOT's visibility in aviation matters has been heightened since Elizabeth Dole took over as DOT secretary last February and it is likely her influence on FAA decisions will increase—particularly in those issues that appear to have political overtones.

Nomination of anyone with only marginal qualifications for the top FAA job will undoubtedly encounter strong opposition from the industry and key members of Congress. The Administration's desire to avoid such a potentially embarassing political battle during the upcoming election campaign could tip the balance in favor of keeping Fenello on board, at least temporarily. There are, however, some potential candidates such as former NTSB Chairman, Air Line Pilots Association official and Frontier Airlines executive Webster (Danny) Todd, with the credentials to win confirmation and still permit Dole to have her own

(Continued on the following page)

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AIRPORT AND AIRWAY TRUST FUND
Status as of Oct. 31, 1983

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	4,787,453,189.49	4,787,453,189.49
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund) :		
Any liquid fuel except gas	6,199,000.00	6,199,000.00
Tires used on aircraft	78,000.00	78,000.00
Tubes used on aircraft	9,000.00	9,000.00
Gasoline		
1. Commercial 9 cents tax	232,000.00	232,000.00
2. Non-commercial 9 cents tax	2,712,000.00	2,712,000.00
3. Non-commercial 5 cents tax	904,000.00	904,000.00
4. Transp by air,seats,berths,etc.	194,980,000.00	194,980,000.00
Use of international trav fac	6,666,000.00	6,666,000.00
Transp of property and cargo	13,333,000.00	13,333,000.00
Total Tax Receipts	225,113,000.00	225,113,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	0.00
2. Any liquid fuel except gas	0.00	0.00
3. Gasoline -Retailer's tax	0.00	0.00
Total Reimburse for Tax Refunds	0.00	0.00
Net Tax Receipts	225,113,000.00	225,113,000.00
C. Interest on Investments	2,063,101.15	2,063,101.15
Net Receipts	227,176,101.15	227,176,101.15
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	-182,000,490.00	-182,000,490.00
2. Grants-in-aid for airports	64,012,800.22	64,012,800.22
3. Facilities & equipment	19,359,356.12	19,359,356.12
4. Research engineering & development	5,165,314.84	5,165,314.84
B. Interest on Refund of Taxes	0.00	0.00
Total Expenditures	-93,463,018.82	-93,463,018.82
IV. BALANCE - END OF PERIOD	5,108,092,309.46	5,108,092,309.46

STATEMENT OF FINANCIAL CONDITION

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	1,367.45	
Operations	9,934.15	
Grants-in-aid for Airports	-33,023,399.88	
Facilities & Equipment	1,655,898.22	
Research Engineering & Development	-250,490.48	
		-31,606,690.54
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS :		
10-3/4% maturing June 30, 1984	5,139,699,000.00	5,139,699,000.00
Total Assets		5,108,092,309.46
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		5,108,092,309.46
Total Liabilities and Equity		5,108,092,309.46

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THE WEEKLY OF BUSINESS AVIATION

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NTSB REPORTS BANNER YEAR FOR GENERAL AVIATION SAFETY

General aviation recorded its best year in nearly all safety categories, the National Transportation Safety Board reported last week, adding that other segments of U.S. civil aviation also had improved safety statistics for the year. The board said that "except for a fractionally lower fatal accident rate in 1979, general aviation last year recorded new lows in every accident total and rate the safety board reports." Total number of accidents was down 3.8 percent, from 3,216 in 1982 to 3,091 last year. Number of fatal accidents dropped five percent, from 578 to 548 and fatalities declined from 1,161 to 1,049. "General aviation's rate of 9.4 total accidents per 100,000 aircraft hours was down six percent from 1982, and was the lowest ever," the board said. The fatal accident rate of 1.67 per 100,000 hours was a seven percent reduction from 1982; only the 1.65 rate in 1979 was lower *(see chart on the back of Page 18).*

Commuter operators also posted an outstanding year, with only 17 accidents, compared to 27 in 1982, and two fatal accidents, down from five in the previous year. Total number of fatalities fell from 14 to 11. NTSB noted that "the rate of 0.78 total accidents per 100,000 departures—the rate most often used to measure commuter safety—was 41 percent lower than in 1982, and the fifth successive annual decline in that rate. The rate of 0.09 fatal accidents per 100,000 departures was a 64 percent reduction from the 1982 rate, and an 82 percent reduction since 1981."

Number of accidents involving on-demand air taxi operators rose from 133 in 1982 to 141, but number of fatal accidents fell from 30 to 28; number of fatalities fell from 70 in 1982 to 60 last year. The total accident rate of 4.55 accidents per 100,000 hours was up 12 percent, but the 0.90 fatal accident rate represented a two percent decline.

The large scheduled airlines were involved in 18 total accidents in 1983, compared to 16 in 1982, for a rate of 0.275 total accidents per 100,000 hours. Carriers using large aircraft had three fatal accidents, including the Air Illinois HS748 crash near Pinckneyville, Ill. that killed 10 persons, but total fatalities fell from 235 in 1982 to 14 last year.

'CONSERVATIVE' GAMA FORECAST ANTICIPATES HIGHER SHIPMENTS, BILLINGS

General Aviation Manufacturers Association, in what it is billing as "a most conservative forecast," anticipates a 21 percent increase in the number of new aircraft to be shipped this year and a 16 percent increase in aircraft billings. GAMA Chairman Allen Paulson of Gulfstream Aerospace and GAMA President Ed Stimpson are scheduled to detail their projection for 1984 in a speech today (Jan. 16) before the Aerospace Analysts Society in New York.

GAMA officials are forecasting that the industry bottomed out in 1983. Dollar volume for the year totaled $1.47 billion, down 26.5 percent from the $1.9 billion recorded in 1982. Number of aircraft delivered last year plunged 36.9 percent—the fifth consecutive decline in annual deliveries—to 2,691, compared to 4,266 in 1982 *(see BA's worldwide delivery figures on Page 21).* Despite the decline in full-year figures, Stimpson said he is encouraged by results in December, the best month of the year with delivery of 218 new aircraft valued at just over $236 million. In 1984, GAMA is calling for delivery of 3,245 aircraft valued at $1.7 billion.

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — DECEMBER UNIT SHIPMENTS

BEECH AIRCRAFT CORP.

		Dec. 83	Cal. Year	Fisc.† Year
• Single-Engine				
BE-77	Skipper	1	5	1
BE-C23	Sundowner	0	15	3
BE-C24R	Sierra	0	3	0
BE-F33A	Bonanza	1	16	3
BE-V35B	Bonanza	0	4	0
BE-A36	Bonanza	12	68	19
BE-B36TC	Bonanza	10	64	16
• Multi-Engine				
BE-B55	Baron	0	17	4
BE-E55	Baron	0	4	0
BE-58	Baron	4	36	10
BE-58TC	Baron	1	4	1
BE-58P	Baron	2	10	2
BE-76	Duchess	1	9	1
BE-B60	Duke	0	8	0
BE-C99	Airliner	3	20	8
BE-C90-1	King Air	2	15	2
BE-F90-1	King Air	3	19	7
BE-B100	King Air	0	4	0
BE-200	Super King Air	9	65	15
BE-200C	Super King Air	0	14	1
BE-200T	Super King Air	1	2	1
TOTAL		50	402	94

Manufacturers net billing - $32,743,077

BRITISH AEROSPACE

• Multi-Engine				
BAe	Jetstream 31	2	18	3
HS-748		1	9	3
BAe 146-100		2	7	3
BAe 146-200		1	3	1
HS-125-700	Model A	0	8	2
HS-125-700	Model B	2	11	2
TOTAL		8	56	14

PILATUS BRITTEN-NORMAN LTD.

• Multi-Engine				
BN-2	Islander	1	10	3
BN-2T	Islander	6	8	6
Mark III	Trislander	0	2	1
TOTAL		7	20	10

CANADAIR LIMITED

• Multi-Engine				
CL-600	Challenger	0	13	0
CL-601	Challenger	3	14	8
TOTAL		3	27	8

CESSNA AIRCRAFT CO.

• Single-Engine				
CE-152		0	159	1
CE-A152	Aerobat	0	8	1
CE-172	Skyhawk	22	231	40
CE-172	Cutlass	3	20	3
CE-172RG	Cutlass	1	54	10
CE-182	Skylane	8	85	20
CE-122	Turbo Skylane	0	16	0
CE-182RG	Skylane RG	2	32	6
CE-182RG	Turbo Skylane RG	0	18	0
CE-185	Skywagon	2	26	6
CE-U206	Stationair 6	2	64	8
CE-TU206	Turbo Stationair 6	3	52	5
CE-208	Stationair 8	3	9	3
CE-TU208	Turbo Stationair 8	0	5	1
CE-210	Centurion	2	24	5
CE-T210	Turbo Centurion	1	47	4
CE-P210	Pressurized Centurion	7	35	14
CE-188	AgHusky	1	18	1
CE-188	AgTruck	0	20*	0*
• Multi-Engine				
CE-303	Crusader	4	57	8
CE-335		0	1	0
CE-340		0	19	0
CE-402		0	19*	3*
CE-404	Titan	0	0	0
CE-414	Chancellor	2	11	2
CE-421	Golden Eagle	0	27	1
CE-425	Conquest I	2	34	8
CE-441	Conquest II	5	24	10
CE-500	Citation I	0	12	2
CE-550	Citation II	3	32	10
CE-650	Citation III	3	18	7

CESSNA/REIMS AVIATION

• Single-Engine				
CE-F152		0	15	0
CE-F152	Aerobat	1	5	4
CE-F172	Skyhawk	0	19	1
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		77	1,216	184

Manufacturers net billing - $37,384,513
* Figures reflect aircraft buybacks by Cessna

AVIONS-MARCEL DASSAULT

• Multi-Engine				
AD-My.10	Falcon	0	1	0
AD-My.20	Falcon	0	4	1
AD-My.200	Falcon	1	8	2
AD-My.50	Falcon	0	12	0
TOTAL		1	25	3

DEHAVILLAND AIRCRAFT OF CANADA

• Multi-Engine				
DHC-5		0	0	0
DHC-6		0	7	1
DHC-7		0	5	2
TOTAL		0	12	3

EMBRAER

• Single-Engine				
EMB-200		5	5	5
EMB-201	Ipanema	0	15	4
EMB-710	Carioca (PA-28-235 Dakota)	1	3	1
EMB-711	Corisco (PA-28RT-201 Arrow)	1	7	5
EMB-712	Tupi (PA-28-181 Archer II)	0	3	1
EMB-720	Minuano (PA-32-310 Saratoga)	1	4	1
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	3	0
• Multi-Engine				
EMB-110	Bandeirante	8	19	9
EMB-121	Xingu	1	3	2
EMB-810D	Seneca II	2	35	6
EMB-820	Chieftain	0	1	0
TOTAL		19	98	34

FAIRCHILD AIRCRAFT CORP.

• Multi-Engine				
Merlin III-C		4	6	5
Merlin IV-C		0	0	1
Metro III		11	21	12
Expediter		0	12	5
TOTAL		15	39	23

Due to a statistical error, November and calendar figures in last month's chart were incorrect (BA, Dec. 12/189). Fairchild delivered one Merlin III-C and one Metro III in November. Calendar year figures should have read: Merlin III-C, two; Merlin IV-C, zero; Metro III, 10; and, Expediter, 12.

GATES-LEARJET

• Multi-Engine				
LR-25D		1	6	1
LR-29		1	1	1
LR-35A		8	12	8
LR-36A		0	2	0
LR-55		9	24	11
TOTAL		19	45	21

GULFSTREAM AEROSPACE

• Single-Engine				
GR-164	Agcat	0	0	0
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	2	33	9
AE-840	Turbo Commander	0	6	1
AE-900	Commander 900	6	16	9
AE-980		0	0	0
AE-1000		1	13	3
TOTAL		9	68	22

Manufacturers net billing - $31,746,922
(Exports: 1 AE-900 to Canada and United Kingdom)

ISRAEL AIRCRAFT INDUSTRIES

• Multi-Engine				
1124	Westwind I	4	7	6
1124A	Westwind II	7	14	8
TOTAL		11	21*	14*

* Figures have been adjusted to reflect delivery of two Westwind Is and one Westwind II in November. Manufacturer originally reported zero aircraft deliveries in November.

		Dec. 83	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		3	25	9
LA-250	Renegade	1	3	1
TOTAL		4	28	10
Manufacturers net billing - $507,908				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	0
M-5-200		0	1	1
M-5-235C	Lunar Rocket	0	6	2
M-6-235		0	25	0
TOTAL		0	33	3
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	1	2	2
TOTAL		1	2	2
Manufacturers net billing - $43,127				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	7	2
Diamond		8	36	8
TOTAL		8	43	10
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	8	85	20
M-20K	231	10	66	28
TOTAL		18	151	48
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	5	16	6
PA-28-161	Warrior	13	126	37
PA-28-181	Archer II	7	86	24
PA-28-236	Dakota	5	27	7
PA-28RT-201	Arrow IV	0	1	0
PA-28RT-201T	Turbo Arrow IV	4	46	8
PA-32-301	Saratoga	1	21	3
PA-32-301T	Turbo Saratoga	0	8	2
PA-32R-301	Saratoga SP	8	30	13
PA-32R-301T	Turbo Saratoga SP	5	39	9
PA-46-310P	Malibu	6	10	10
PA-36-375	Pawnee Brave	0	10	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	3	0
PA-31-325	Navajo C/R	0	10	1
PA-31-350	Chieftain	5	34	8
PA-31P-350	Mojave	3	20	10
PA-31T-501T	Cheyenne I	0	6	2
PA-31T-501T	Cheyenne IA	1	5	3
PA-31T-620	Cheyenne II	1	7	1
PA-31T2-620	Cheyenne II XL	4	12	5
PA-42-720	Cheyenne III	1	10	1
PA-42-720	Cheyenne IIIA	1	5	3
PA-34-220T	Seneca III	11	94	28
PA-44-180	Seminole	0	3	0
PA-44-180T	Turbo Seminole	0	1	0
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	0	2	1
PA-602P	Aerostar	0	12	0
PA-700P	Aerostar	1	1	1
PA-T1020		3	9	7
PA-T1040		0	5	1
TOTAL		85	660	191
Manufacturers net billing - $21,000,000				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	0
TOTAL		0	1	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	5	0
SD-3-60		5	28	9
TOTAL		5	34	9
SINGLE-ENGINE		168	1,811	374
MULTI-ENGINE		174	1,170	329
GRAND-TOTAL		342	2,981	703

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	December			Calendar Year			Fiscal Year to Date †		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	50	49	116	402	526	1,242	94	101	278
British Aerospace	8	3	3	56	28	34	14	7	10
Britten-Norman	7	4	2	20	18	33	10	6	8
Canadair	3	*	*	27	*	*	8	*	*
Cessna	77	135	333	1,216	2,140	4,680	184	337	926
Dassault	1	7	6	25	66	82	3	21	17
DeHavilland	0	*	*	12	*	*	3	*	*
Embraer	19(14)	13(4)	22(13)	98(42)	181(71)	203(87)	34(20)	33(14)	48(27)
Fairchild	15	13	18	39	49	85	23	19	36
Gates	19	15	20	45	99	138	21	28	44
Gulfstream	9	*	23	68	88	295	22	23	44
Israel	11	*	5	21	18	39	14	*	9
Lake	4	*	3	28	20	53	10	5	10
Maule	0	0	4	33	39	44	3	9	7
Maule Air Inc.	1	0	0	2	0	0	2	0	0
Mitsubishi	8	16	8	43	43	45	10	22	12
Mooney	18	20	27	151	188	343	48	51	72
Piper	85	102	161	660	1,043	2,495	191	267	469
Rockwell	0	0	1	1	2	37	0	0	4
Short	5	2	1	34	15	15	9	3	3
TOTAL	342	379	753	2,981	4,563	9,863	703	932	1,997

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

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NEW CBO REPORT REPEATS PROPOSAL FOR $1 PER GALLON GA FUEL TAX

The Congressional Budget Office, which just last May suggested a 10-fold increase in general aviation fuel taxes to restrict traffic growth *(BA, May 9/145)*, has issued a new report suggesting similarly sharp increases in GA fuel taxes and other fees while reducing taxes for commercial aviation users. The report, *Charging for Federal Services*, was prepared at the request of Sen. Pete Domenici (R-Ariz.), chairman of the Senate Budget Committee.

The 15-page section on "Aviation Services" concedes that the federal government recovers nearly four-fifths of its civil aviation costs through existing user fees. The report charges, however, "a misalignment of fees to different classes of users has given rise to a problematic cross-subsidy. Though travelers on commercial airlines and many general aviation flyers pay large shares of the costs they incur, some users—principally, business jets—do not." This results, CBO said, in "an inequitable situation" that "leads in turn to inefficiency, taking the form of wasted capital, labor, and energy."

Based on costs actually incurred, CBO said commercial air carriers should pay about 53 percent of total FAA costs (compared to 64 percent currently) while GA users should pay about 27 percent of the agency's expenses (instead of the current level of 3.3 percent). The report estimates FAA will spend $10.8 billion on behalf of commercial users and $5.9 billion for general aviation over the next five fiscal years. Since commercial users already pay fees that exceed the costs they impose on the system, CBO said existing taxes on airline tickets and freight waybills and the international departure fee could be reduced slightly. "On the other hand, revenue from general aviation would have to increase eightfold to recover fully its share of FAA expenditures," to a level of about $1 per gallon *(see chart on the back of Page 26)*.

Higher GA Landing Fees, Airway Charges Suggested

While noting increased fuel taxes "might present the least administrative difficulty" in increasing the amount of taxes GA users pay, the CBO also listed several alternatives. These include two-tiered landing fees at congested airports to increase the price for landing during peak hours, a tax on the sale of GA avionics equipment or a direct tax on the use of specific ATC services, similar to the European system. CBO said such airways charges have appeared impractical in the past, but noted that under the proposed National Airspace System Plan "the FAA would introduce a new radar system capable of identifying and monitoring each aircraft that uses the air traffic control system. Data from this system, when available in the early 1990s, could provide the needed detailed record of services provided to each aircraft, and owners could then be billed for exactly those used."

Other government studies, such as the earlier CBO report last May and the Transportation Department's Cost Allocation Study in the 1970s, have urged sharply higher GA taxes, but the latest CBO effort focuses on business jet operators. "The bulk of the federal subsidy to general aviation is caused by corporate jets, not by the recreational fliers," CBO said, because "a corporate jet operates virtually all its flights according to FAA instrument flight rules whereby FAA personnel are in constant contact with the plane from the moment it taxis to a runway to its arrival at its destination." CBO said "the 50,000 business-owned aircraft make more than eight million flights each year—more flights than all the commercial airlines make together.

(Continued on the following page)

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ACCIDENTS, FATALITIES AND RATES OF U.S. GENERAL AVIATION+

YEAR	ACCIDENTS TOTAL	ACCIDENTS FATAL	FATALITIES#	** AIRCRAFT HOURS FLOWN	ACCIDENT RATES * PER 100,000 AIRCRAFT HOURS TOTAL	ACCIDENT RATES * PER 100,000 AIRCRAFT HOURS FATAL
1974	4234	689	1327	27,773,500	15.2	2.47
1975	4001	636	1258	28,799,000	13.9	2.20
1976	4023	662	1226	30,476,000	13.2	2.17
1977	4083	663	1280	31,577,508	12.9	2.10
1978	4218	721	1558	34,887,178	12.1	2.06
1979	3825	638	1237	38,641,268	9.9	1.65
1980	3597	622	1252	36,401,663	9.9	1.71
1981	3502	654	1282	36,803,200	9.5	1.78
1982	3216	578	1161	32,094,623	10.0	1.79
1983P	3091	548	1049	32,766,000	9.4	1.67

P Preliminary data.

\+ All operations other than those operated under 14 CFR 121 and 14 CFR 135.

* Suicide/sabotage accidents included in all computations except rates (1974 - 2, 1975 - 2, 1976 - 4, 1977 - 1, 1978 - 2, 1979 - 0, 1980 - 1, 1981 - 0, 1982 - 3)

\# Includes air carrier fatalities when in collision with General Aviation aircraft.

** Source of estimate: FAA

NTSB Chart

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ACCIDENTS, FATALITIES AND RATES OF U.S. COMMUTER AIR CARRIERS

YEAR	ACCIDENTS TOTAL	ACCIDENTS FATAL	FATALITIES	AIRCRAFT MILES FLOWN*	AIRCRAFT HOURS FLOWN*	DEPARTURES*	ACCIDENT RATES** PER MILLION AIRCRAFT-MILES TOTAL	PER MILLION AIRCRAFT-MILES FATAL	PER 100,000 AIRCRAFT HOURS TOTAL	PER 100,000 AIRCRAFT HOURS FATAL	PER 100,000 DEPARTURES TOTAL	PER 100,000 DEPARTURES FATAL
1975	48	12	28	160,465,760	936,312	1,455,563	0.30	0.07	5.13	1.28	3.30	0.82
1976	35	9	27	171,471,894	965,296	1,532,425	0.20	0.05	3.63	0.93	2.28	0.59
1977	44	9	32	201,282,211	1,150,250	1,740,502	0.22	0.04	3.83	0.78	2.53	0.52
1978	61	14	48	226,186,596	1,302,136	1,995,728	0.27	0.06	4.68	1.08	3.06	0.70
1979	52	15	66	192,492,929	1,169,921	1,883,705	0.27	0.08	4.44	1.28	2.76	0.80
1980	38	8	37	192,200,134	1,175,588	1,776,999	0.20	0.04	3.23	0.68	2.14	0.45
1981	31	9	34	193,000,863	1,240,764	1,835,144	0.16	0.05	2.50	0.73	1.69	0.49
1982	27	5	14	222,355,000	1,300,000	2,027,000	0.12	0.02	2.08	0.38	1.33	0.25
1983P	17	2	11	234,029,000	1,378,000	2,166,000	0.07	0.01	1.23	0.15	0.78	0.09

P Preliminary data.

* Exposure data estimates from CAB.

** Rates are based on all accidents including some involving operators not reporting traffic data to the CAB.

\# Includes accidents involving all-cargo air carriers when those accidents occurred during 14 CFR 135 operations. All cargo air carriers no longer meet the CAB definition for "Commuters". May also include accidents involving carriers whose FAA operating specifications permit scheduled revenue operations under 14 CFR 135, but who have not received a CAB fitness determination.

NTSB Chart

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AIR MIDWEST SIGNS AGREEMENT TO ACQUIRE AIR ILLINOIS

Officials of Air Illinois, which temporarily suspended flight operations last month as a result of an intensive FAA investigation, last week signed an agreement under which the carrier would be acquired by Air Midwest of Wichita, Kan. Air Midwest announced Thursday it had "entered into a letter of intent" under which it would acquire all the outstanding stock of Air Illinois in return for an unspecified amount of Air Midwest stock. Air Illinois is a privately held company with some 166 individual stockholders, while Air Midwest is a corporation whose stock is publicly traded.

Discussions between the two management groups began only three weeks ago, but Air Midwest President Gary Adamson told *BA* the acquisition could be completed as early as April if no problems develop. The tentative agreement is conditioned upon a satisfactory audit of Air Illinois' books and approvals by Air Illinois stockholders and the Air Midwest board of directors. Air Illinois President Roger Street said he expects his shareholders to meet within the next two weeks and Air Midwest's directors are scheduled to meet Feb. 9.

As initially outlined, Air Illinois would operate as a subsidiary of the larger carrier, but with Air Midwest colors on the aircraft. The Carbondale operation will probably be renamed to identify it with Air Midwest, but a final decision on the new name has not been made. Air Midwest officials said "we will provide substantial management input to the future decisions and planning of the new subsidiary. Many support services such as accounting, training, purchasing, etc. may be consolidated." Most of Air Illinois' 270 employes, including management personnel, are expected to be retained.

Most of Air Illinois' Fleet Still Grounded

Decision by Air Illinois officials to seek a buyer for the airline was apparently triggered by problems resulting from the fatal crash of an Air Illinois HS748 last fall *(BA, Oct. 17/122)*. All 10 persons aboard were killed. After weeks of intensive investigation and monitoring of flight and maintenance operations by NTSB and FAA officials, the carrier was forced to suspend operations in December *(BA, Dec. 19/193)*. The company resumed operations with its two BAC 1-11 jets this month to Chicago, Evansville, Springfield, Cedar Rapids and Waterloo. The carrier's 135 fleet, two Jetstreams and six Twin Otters, is still on the ground. Street said the carrier has completed rewriting its Part 135 operations specifications and anticipates winning FAA approval of those specifications in time to resume small aircraft flights by Feb. 6, with resumption of full service anticipated by March 15 *(see route maps on the back of Pages 34-35)*.

While the two carriers would initially operate separate systems, officials indicated operations may eventually be integrated. The only common points served are St. Louis and Columbia, Mo. If the acquisition is completed, Air Illinois can be expected to benefit from a new identity, which would help dissipate the heavy adverse publicity that resulted from the crash and ensuing investigation.

Air Midwest officials said the acquisition would get it into Chicago, provide wider territorial coverage for its operations and generally result in a larger, stronger company. There is no commonality of equipment between the carriers, which could complicate flight operations and training if the systems are integrated, but an Air Midwest spokesman said by initially keeping the systems separate the equipment problems would

(Continued on the following page)

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CAB OKAYS SLOT TALKS BETWEEN COMMUTERS – Civil Aeronautics Board has granted discussion authority and antitrust immunity to those regional/commuter carriers interested in obtaining commuter slots at Kennedy, LaGuardia and O'Hare airports. The request for discussion authority was filed by the Regional Airline Association for the purpose of reaching "some form of agreement on allocating the slots that the FAA limits at the three airports through the High Density Rule." CAB said it granted RAA's request for a period of six months "in order to enable all commuters interested in serving the three airports to develop a workable, procompetitive allocation scheme." The board noted that similar discussions have proved "invaluable in formulating reasonable and necessary agreement." Any agreement reached by the carriers would be subject to CAB review.

HELICOPTER SALES TO INCREASE 18 PERCENT BY 1993 – Helicopter sales in the next 10 years will increase 18 percent to 22,500 units, an increase of 3,500 units over the previous 10-year-period, predicted Allison Gas Turbine Operations. Two-thirds of the 22,500 helicopters will go to commercial operators in North America. The forecast, which Allison makes at each year's Helicopter Association International convention, was not broken down into year-by-year performance to avoid "pin-pointing a turn-around month for the industry."

R.F. (Fritz) Harvey, Allison's director of small aircraft engine products, said the cause for confidence "is that the used helicopter market is on the move. The industry concensus about the used market is that inventories are dissipating, prices are rising, and the availability of low-time machines is decreasing by the week." Couple those factors with the general economic recovery, increased corporate profits and a "pent-up demand that must exist, and we've got to be looking at the first stirring of an awakening helicopter market," Harvey said. See Allison's charts *on the back of Pages 38 and 39.*

PAGE AVJET RELOCATES JET SALES OFFICE TO DULLES – Page Avjet Corp. has relocated the offices of its Jet Sales Division from Hangar 4 at Washington National Airport to a 3,000-square foot suite in the Gateway Building at Dulles International Airport, where Page is also the fixed-base operator. Officials said the new facilities are large enough to permit doubling the existing staff and installation of computerized inventory and research systems. D. Robert June, a 20-year veteran of Page, has been named vice president and general sales manager of the facility. He will direct all sales activities of the Jet Sales Division, which specializes in the sale and leasing of turbine-powered aircraft up through Boeing transport class airplanes. June, who is relocating to the Washington area, was most recently vice president and general manager of the Aviation Design and Modification Division.

VAN DUSEN REPORTS IMPROVED FINANCIAL RESULTS – Van Dusen Air Inc. reported sharp improvements in earnings for the three-and nine-month periods that ended Dec. 31, 1983. The company had net income of $1.2 million for the nine-month period, up 254 percent from the $342,000 reported in the same period last year. Revenues for the period were up two percent to $106.8 million. For the three-month period, net income totaled $401,000 compared with a loss of $275,000 a year earlier. Revenues rose 11 percent to $36.4 million.

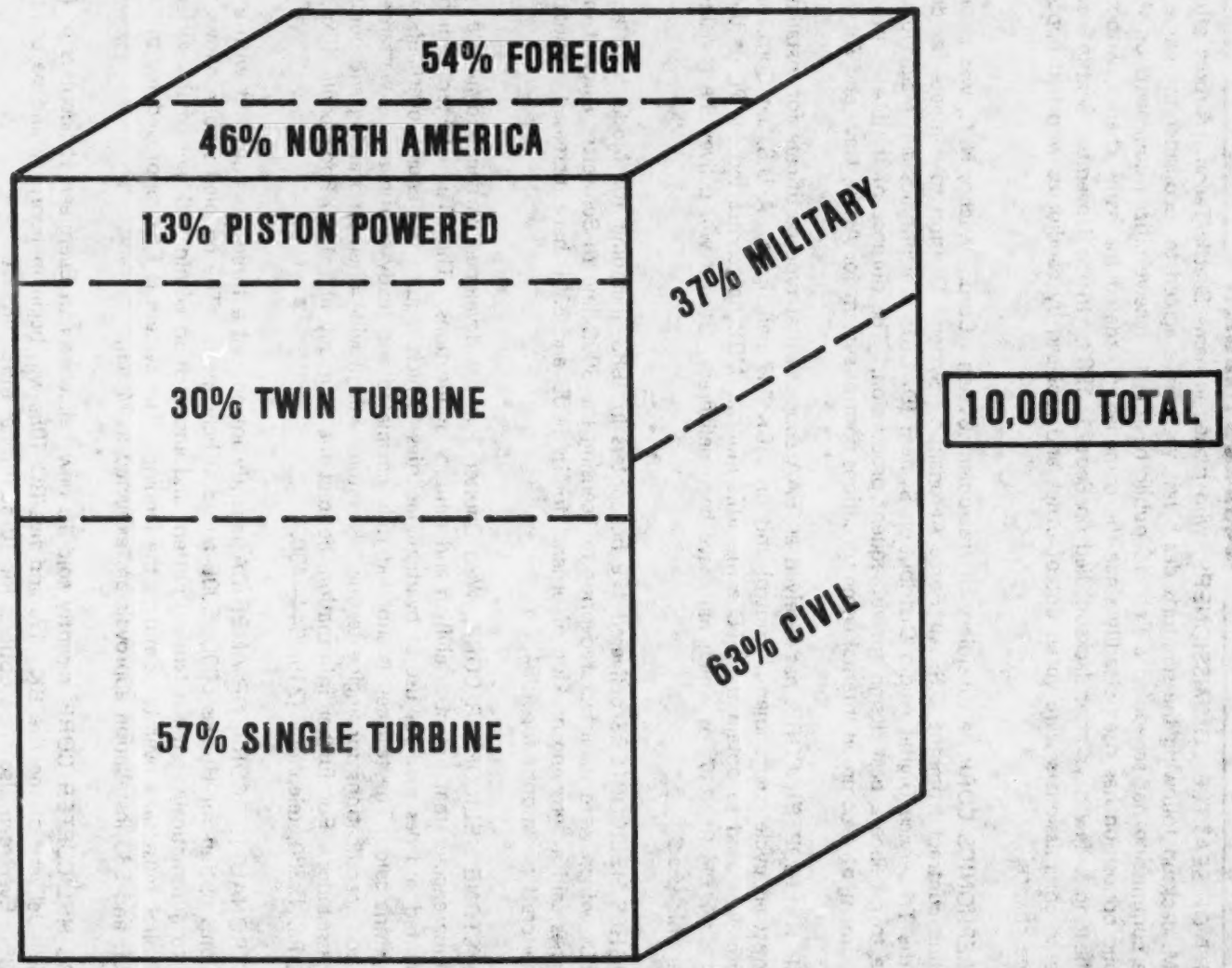
Chairman and CEO G.B. Van Dusen attributed the increases to operating income gains in the Technical Services and Airport Services Divisions, plus the company's continued strict management of operating assets and expenses. "We're encouraged by the progress made in the third quarter," Van Dusen said, "particularly because the third quarter is typically our slowest three-month period."

NASA RESEARCH ON AIRCRAFT GROOVES COULD YIELD FUEL SAVINGS – Research conducted at NASA's Langley Research Center, Hampton, Va., shows that grooves as small as two-thousandths of an inch deep on the surface of an airplane may be sufficient to alter the turbulent flow of air that forms over an aircraft's surface, which could ultimately increase fuel efficiency. The barely visible V-shaped grooves, also called "riblets," were machined into flat aluminum samples and tested in wind tunnels. Experiments at Langley have shown that small "V" grooves with equal height and spacing can reduce net turbulent skin friction drag up to 10 percent, compared with ungrooved smooth surfaces.

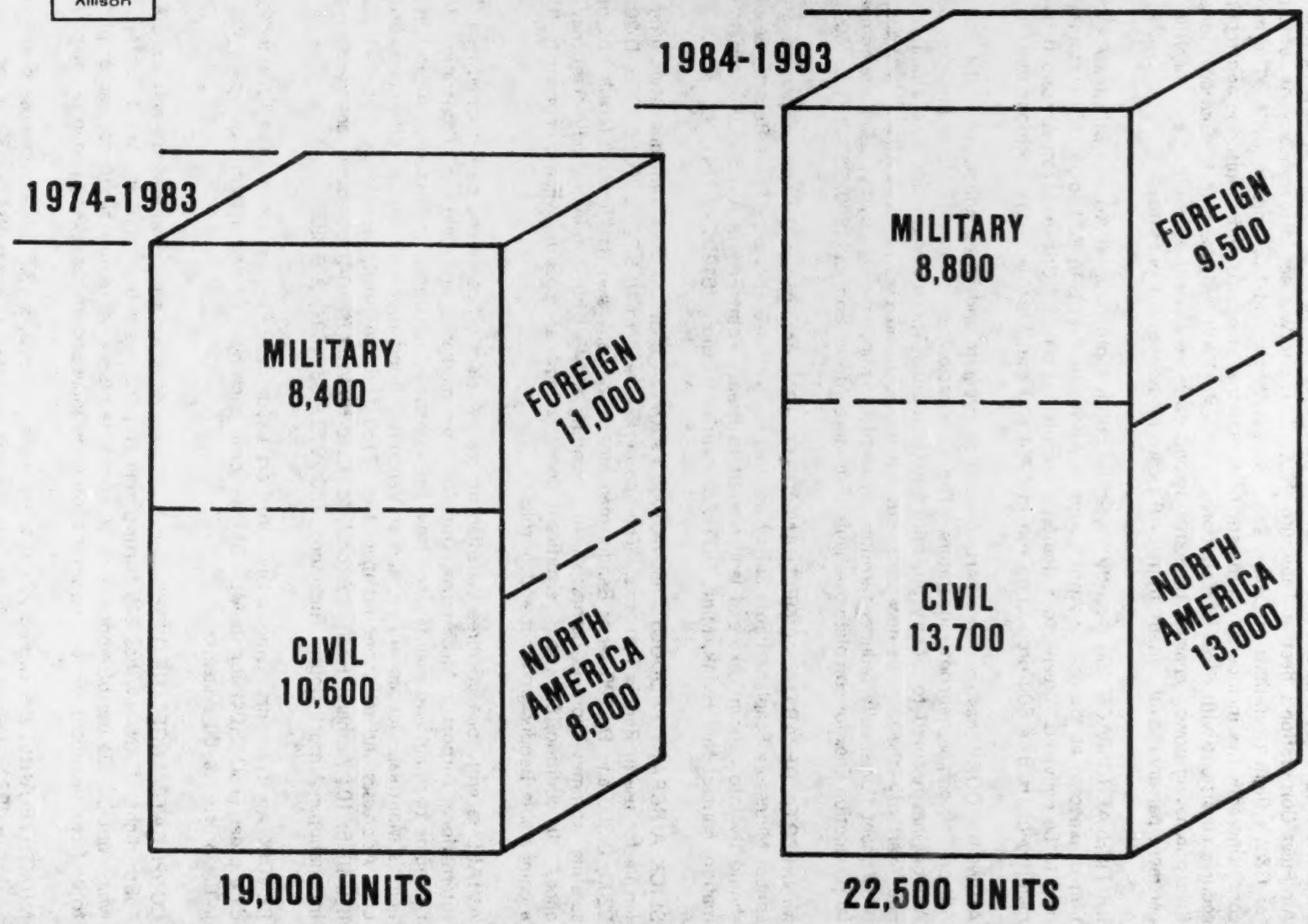
Reducing skin friction drag has been targeted by NASA's Langley facility as a research goal in

(Continued on the back of this page)

FREE WORLD HELICOPTER DELIVERIES
1978 - 1982



FREE WORLD HELICOPTER DELIVERIES



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FAA BUDGET PROPOSAL SEEKS SHARPLY INCREASED SPENDING AUTHORITY

Reagan Administration FAA budget proposal announced last week calls for sharply increased spending—primarily from the Aviation Trust Fund—for the agency's airspace modernization program and airport grants. It is the first FAA budget request in at least 10 years that approaches authorized spending levels and does not include proposals for increases in aviation user taxes.

Industry reaction to the proposal, which calls for FAA spending to jump from $4.6 billion in the current year to $5.6 billion in fiscal 1985, was generally favorable. Facilities and equipment spending request jumped from $750 million for this year to $1.6 billion in fiscal 1985, an indication of the Administration's intent to follow through with major investments necessary to implement the airspace modernization program. In addition, airport spending would jump to $987 million in fiscal 1985, an increase of nearly $300 million over last year's request but about the same as the $994 million finally approved by Congress. Spending for the agency's operations and maintenance would increase slightly from $2.6 billion this year to $2.7 in fiscal 1985, including $1.7 billion from the Trust Fund. Overall, Trust Fund revenues would pay for $4.6 billion of FAA's expenses, or approximately 82 percent of the agency's entire budget *(see chart on the back of Page 42).*

Despite the increased spending proposals and favorable industry reaction, enactment of the $5.6 billion FAA budget faces some obstacles. Even though the major portion of funding is coming from the Trust Fund, Congress may attempt to reduce some agency programs because of growing political concern over the national deficit. There are also likely to be questions about whether FAA can effectively obligate that much money in fiscal 1985 and an attempt may be made to slip some funding to later years. Congressional hearings on the budget are scheduled to get underway this Wednesday when Transportation Secretary Elizabeth Dole appears before Rep. William Lehman's (D-Fla.) transportation appropriations subcommittee.

FLIGHT/DUTY TIME LIMITS DETAILED IN FAA DRAFT PROPOSAL

Major airlines and scheduled commuter carriers would operate under the same basic flight and duty time regulations under a draft proposal issued last week by FAA. The proposal—which will be the subject of discussion at a two-day meeting before an industry-wide advisory committee on Feb. 14-15—provides some flexibility in the standards to permit operators to exceed basic flight time limits under some circumstances. In addition, the proposal would impose minimum pilot rest requirements for all 121 and 135 carriers and set weekly, monthly and annual flight hour limits for 135 pilots for the first time.

The timing and parameters of the draft are in line with what FAA officials said last year *(BA, Dec. 5/177).* The proposal would eliminate the concept of duty time, specifying only requirements for flight hours (block to block) and rest periods. The draft issued last week is the latest in a series of attempts by FAA to develop a basic standard for the entire industry, but it is not clear whether it will be acceptable to all segments of the industry. There were reports last week of concerns by several organizations about some sections of the draft proposal.

Carriers operating under Part 121 would be limited to scheduling pilots: 1,000 flight hours in any calendar year; 100 hours in any calendar month; 30 hours in any seven consecutive days. Rest requirements

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FEDERAL AVIATION ADMINISTRATION PROPOSED BUDGET FY 1985

[In millions of dollars]

	1983 actual	1984 est.	1985 est.
Budget authority:			
Operations	2,578	2,599	2,722
Trust fund	(1,277)	.....	(1,763)
Facilities, engineering and development	18	.....	.....
Metropolitan Washington airports	43	49	49
Grants-in-aid for airports (trust)	800	994	987
Facilities and equipment (trust)	625	750	1,657
Research, engineering and development (trust)	103	263	269
Aircraft purchase loan guarantee program	102	[1]8	.....
Total net	4,270	4,663	5,685
Program level:			
Operations	2,621	2,614	2,722
Trust fund	(1,272)	(5)	(1,763)
Facilities, engineering and development	21	4	.....
Metropolitan Washington airports	47	58	49
Grants-in-aid for airports (trust)	789	800	987
Facilities and equipment (trust)	349	549	971
Research, engineering, and development (trust)	103	270	269
Aviation insurance revolving fund	−2	−3	−3
Aircraft purchase loan guarantee program	102	[1]8	.....
Total net	4,031	4,301	4,996
Outlays:			
Operations	2,495	2,609	2,666
Trust fund	(1,020)	(257)	(1,763)
Facilities, engineering and development	15	8	2
Metropolitan Washington airports	46	58	53
Grants-in-aid for airports (trust)	453	800	810
Facilities and equipment (trust)	248	400	653
Research, engineering and development (trust)	71	192	252
Aviation insurance revolving fund	−2	−3	−3
Aircraft purchase loan guarantee program	79	[1]31	.....
Total net	3,404	4,096	4,433

[1] Includes $8 million program supplemental.

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GULFSTREAM BOARD APPROVES GO-AHEAD FOR PEREGRINE PROGRAM

Gulfstream Aerospace board of directors gave final approval Thursday for development and production of the single-engine, fanjet Peregrine business jet. The announcement, which had been anticipated, said the aircraft will be powered by a Garrett TFE731-2 turbofan and will be produced and marketed by Gulfstream's Oklahoma facility.

Allen E. Paulson, chairman and president, said the board's action "has projected Gulfstream into a unique market and market position. Gulfstream is the only airframe manufacturer developing a fanjet for the businessman pilot." The concept of a high-speed, centerline-thrust, owner-flown business jet has been a continuing goal of Paulson's for years. His American Jet Industries began working on a hybrid turboprop/turbofan aircraft, the Hustler, in the mid-1970s and the project has continued in a variety of forms since then. In the last two years Gulfstream had been working on parallel development of both civil and military models of the Peregrine aircraft. Gulfstream was unsuccessful, however, in bidding on the U.S. Air Force's Next Generation Trainer (NGT) program and the military prototype was destroyed in a crash late last year *(BA, Dec. 12/187)*.

The current civil prototype, powered by a 2,900-pound thrust Pratt & Whitney JT15D-5, began flying in January 1983 and flight operations with it are continuing. Gulfstream said Friday, however, it had decided to switch to the 3,500-pound Garrett engine for production aircraft. A second prototype, equipped with the Garrett engine, is expected to begin flying late this year or early in 1985. Deliveries of the Peregrine are forecast to begin in late 1986 or early 1987. Change to the more powerful engine was made because tests to date indicated "a change in powerplant would benefit overall performance of the aircraft."

Price Set at $1.6 Million in 1984 Dollars

The Peregrine is priced at $1.6 million in 1984 dollars. Gulfstream has received orders and commitments for 27 aircraft since advertising and marketing efforts began last August. Preliminary specifications call for a six-place aircraft with a gross weight of 9,400 pounds and a useful load of 3,760 pounds. Maximum fuel weight would be 2,930 pounds. High speed cruise would be 400 knots at 32,000 feet, while normal cruise is listed at 379 knots at 33,000 feet. Aircraft would climb at over 3,400 feet per minute and would have a maximum range (no reserves) of just under 1,500 nautical miles or a range of 900 nautical miles (no reserves) with full payload. Interior, including cockpit, cabin and a small lavatory and baggage area, would have a volume of 256 cubic feet.

Paulson is highly optimistic about the market for such an aircraft, stating that "our studies have indicated a growth market ranging from 500-600 units over the last half of this decade," a rate of more than 100 units per year. If the program is successful it could provide a lucrative new model for the company's product line, now consisting of Commander turboprops and Gulfstream business jets. However, the program will require expenditure of millions of dollars for development of an aircraft without a proven market. In addition, new single-engine turboprops currently under development—such as the Beech Lightning—are expected to provide significant competition in the high performance, owner-flown market. Such aircraft can be expected to offer similar performance with lower acquisition and operating costs and will be on the market two years before the Peregrine.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — JANUARY UNIT SHIPMENTS

		Jan. 84	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	3	3	6
BE-C24R	Sierra	0	0	0
BE-F33A	Bonanza	1	1	4
BE-V35B	Bonanza	0	0	0
BE-A36	Bonanza	17	17	36
BE-B36TC	Bonanza	6	6	22
• Multi-Engine				
BE-B55	Baron	0	0	4
BE-E55	Baron	0	0	0
BE-58	Baron	2	2	12
BE-58TC	Baron	0	0	1
BE-58P	Baron	1	1	3
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	1	1	9
BE-C90-1	King Air	0	0	2
BE-F90-1	King Air	1	1	8
BE-B100	King Air	0	0	0
BE-200	Super King Air	3	3	18
BE-200C	Super King Air	0	0	1
BE-200T	Super King Air	2	2	3
TOTAL		37	37	131
Manufacturers net billing - $17,515,781				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	1	1	4
HS-748		0	0	3
BAe 146-100		0	0	3
BAe 146-200		0	0	1
HS-125-700	Model A	0	0	2
HS-125-700	Model B	0	0	2
TOTAL		1	1	15
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	0	0	3
BN-2T	Islander	0	0	6
Mark III	Trislander	0	0	1
TOTAL		0	0	10
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	1	1	1
CL-601	Challenger	1	1	9
TOTAL		2	2	10
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	0	1
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	11	11	51
CE-172	Cutlass	1	1	4
CE-172RG	Cutlass	0	0	10
CE-182	Skylane	2	2	22
CE-122	Turbo Skylane	1	1	1
CE-182RG	Skylane RG	1	1	7
CE-182RG	Turbo Skylane RG	5	5	5
CE-185	Skywagon	0	0	6
CE-U206	Stationair 6	3	3	11
CE-TU206	Turbo Stationair 6	0	0	5
CE-208	Stationair 8	1	1	4
CE-TU208	Turbo Stationair 8	0	0	1
CE-210	Centurion	3	3	8
CE-T210	Turbo Centurion	7	7	11
CE-P210	Pressurized Centurion	3	3	17
CE-188	AgHusky	0	0	1
CE-188	AgTruck	0	0	1
• Multi-Engine				
CE-303	Crusader	2	2	10
CE-335		0	0	0
CE-340		2	2	3
CE-402		1	1	5
CE-404	Titan	0	0	0
CE-414	Chancellor	3	3	5
CE-421	Golden Eagle	1	1	2
CE-425	Conquest I	2	2	10
CE-441	Conquest II	1	1	11
CE-500	Citation I	0	0	2
CE-550	Citation II	1	1	11
CE-650	Citation III	3	3	10

		Jan. 84	Cal. Year	Fisc.† Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	0	0
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	0	0	1
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		54	54	241
Manufacturers net billing - $27,450,706				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	0	0	2
AD-My.50	Falcon	0	0	0
TOTAL		0	0	3
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		0	0	1
DHC-7		2	2	4
TOTAL		2	2	5
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	3	3	7
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	0	0	5
EMB-712	Tupi (PA-28-181 Archer II)	0	0	1
EMB-720	Minuano (PA-32-310 Saratoga)	1	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	1	1
• Multi-Engine				
EMB-110	Bandeirante	2	2	11
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	6	6	12
EMB-820	Chieftain	1	1	1
TOTAL		14	14	48
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		1	1	6
Merlin IV-C		0	0	1
Metro III		1	1	13
Expediter		0	0	5
TOTAL		2	2	25
Manufacturers net billing - $3,286,000				
(Exports: 1 Metro III to Belgium)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		0	0	8
LR-36A		0	0	0
LR-55		0	0	11
TOTAL		0	0	21
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	0
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	3	12
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	0	0	9
AE-980		0	0	0
AE-1000		1	1	4
TOTAL		4	4	26
Manufacturers net billing - $34,752,000				
(Exports: 1 G-III To Saudi Arabia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind I	0	0	6
1124A	Westwind II	0	0	8
TOTAL		0	0	14

		Jan. 84	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		0	0	9
LA-250	Renegade	1	1	2
TOTAL		1	1	11
Manufacturers net billing - $181,902				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	0
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	0	2
M-6-235		0	0	0
TOTAL		0	0	3
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	2	2	4
TOTAL		2	2	4
Manufacturers net billing - $99,497				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		1	1	9
TOTAL		1	1	11
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	3	3	23
M-20K	231	3	3	31
TOTAL		6	6	54
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	4	4	41
PA-28-181	Archer II	9	9	33
PA-28-236	Dakota	0	0	7
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	3	3	11
PA-32-301	Saratoga	1	1	4
PA-32-301T	Turbo Saratoga	0	0	2
PA-32R-301	Saratoga SP	1	1	14
PA-32R-301T	Turbo Saratoga SP	1	1	10
PA-46-310P	Malibu	2	2	12
PA-36-375	Pawnee Brave	0	0	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	0
PA-31-325	Navajo C/R	0	0	1
PA-31-350	Chieftain	2	2	10
PA-31P-350	Mojave	2	2	12
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	0	3
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	1	1	6
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	1	1	4
PA-34-220T	Seneca III	6	6	34
PA-44-180	Seminole	0	0	0
PA-44-180T	Turbo Seminole	0	0	0
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	0	0
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	0	0	0
PA-700P	Aerostar	0	0	1
PA-T1020		0	0	7
PA-T1040		0	0	1
TOTAL		33	33	224
Manufacturers net billing - $7,631,100				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	0	0
TOTAL		0	0	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		0	0	0
SD-3-60		1	1	10
TOTAL		1	1	10
	SINGLE-ENGINE	100	100	475
	MULTI-ENGINE	60	60	391
	GRAND-TOTAL	160	160	866

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	January			Calendar Year			Fiscal Year to Date †		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	37	16	59	37	16	59	131	118	337
British Aerospace	1	1	2	1	1	2	15	8	12
Britten-Norman	0	0	1	0	0	1	10	6	9
Canadair	2	*	*	2	*	*	10	*	*
Cessna	54	101	197	54	101	197	241	438	1,123
Dassault	0	4	8	0	4	8	3	25	25
DeHavilland	2	*	*	2	*	*	5	*	*
Embraer	14(5)	11(5)	20(7)	14(5)	11(5)	20(7)	48(20)	44(19)	68(34)
Fairchild	2	1	4	2	1	4	25	20	40
Gates	0	2	5	0	2	5	21	30	49
Gulfstream	4	2	5	4	2	5	26	33	49
Israel	0	0	4	0	0	4	14	0	13
Lake	1	1	1	1	1	1	11	9	11
Maule	0	3	2	0	3	2	3	12	9
Maule Air Inc.	2	*	*	2	*	*	4	*	*
Mitsubishi	1	2	1	1	2	1	11	24	13
Mooney	6	12	20	6	12	20	54	63	92
Piper	33	71	83	33	71	83	224	338	552
Rockwell	0	1	2	0	1	2	0	1	6
Short	1	0	1	1	0	1	10	3	4
TOTAL	160	228	415	160	228	415	866	1,172	2,412

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

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REGIONAL - COMMUTER CARRIERS TRAFFIC
December 1983

	Passengers	% Change	Revenue Passenger Miles	% Change	Available Seat Miles	% Change	Load Factor 1983	% 1982
Air North	14,496	-	2,826,212	-	6,494,790	-	43.5	-
Air Virginia	16,906	45.9	3,157,907	44.2	-	-	-	-
Atlantic Southeast	27,478	71.0	4,156,361	89.2	12,181,798	79.5	34.1	32.4
B.A.S. Airlines	775	35.5	115,510	28.5	241,903	23.7	47.8	46.0
Big Sky	3,855	15.4	892,950	6.7	2,100,822	-14.7	42.5	-
Cascade	35,275	23.8	7,140,002	14.7	12,933,173	11.6	55.2	53.7
Chaparral	11,592	17.8	2,453,000	33.4	-	-	-	-
Christman Air System	2,509	92.0	465,442	72.0	1,330,228	23.0	35.0	-
Comair	23,365	36.9	4,859,981	56.4	14,179,835	74.4	34.3	38.2
Command Airways	17,282	27.5	2,401,152	28.5	6,332,910	30.2	37.9	38.4
Crown Airways	15,184	6.1	1,205,194	6.7	2,555,028	-9.7	47.2	-
Cumberland Airlines	2,296	30.5	294,040	-5.0	-	-	-	-
Direct Air	179	27.0	24,881	27.0	103,416	-	24.1	-
Empire Airlines	61,626	21.5	14,167,246	19.3	32,339,018	10.0	43.8	40.4
Golden Pacific	1,263	-	151,328	-	537,912	-	28.1	-
Henson Aviation	48,120	-7.1	6,530,568	-4.5	16,975,000	12.0	38.5	45.1
Marco Island	2,222	-10.3	206,646	-10.3	-	-	-	-
Mid Pacific	109,397	35.2	13,810,000	41.4	20,726,000	42.4	66.6	67.1
PBA	83,508	57.7	12,152,177	103.4	21,851,557	80.1	55.6	49.2
Penn. Commuter	33,694	16.2	3,704,314	17.4	7,439,552	18.2	49.8	50.1
Pilgrim Airlines	21,936	10.8	4,061,229	9.9	9,419,059	9.6	43.1	43.0
Pioneer Airlines	7,352	-5.8	2,460,622	23.0	-	-	-	33.2
Pocono Airlines	13,425	68.2	1,704,405	80.7	3,919,022	96.1	43.5	47.2
Precision Airlines	8,729	-6.3	1,078,153	-6.3	2,966,854	-10.5	36.3	34.7
Prinair	51,077	6.1	5,246,038	4.4	9,627,808	15.9	54.5	60.4
Royal Hawaiian	15,825	-13.4	1,275,047	-12.6	2,859,468	-0.5	44.6	50.7
Royale Airlines	18,855	21.0	3,411,429	29.0	7,940,464	19.0	43.0	-
Scenic	3,188	-22.0	573,840	-22.0	722,700	-20.0	79.4	-
Scheduled Skyways	14,972	-10.4	3,209,000	-0.2	7,497,000	-1.3	42.8	42.4
Trans Air	2,204	-	339,705	-	826,965	-	41.1	-
Trans Central	6,842	90.0	1,885,360	97.0	5,002,976	103.0	37.7	-
Valley Airline	408	38.3	69,411	37.1	161,417	20.9	43.0	37.9
Wings West	22,663	-	-	-	-	-	-	-

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FORECAST OF INCREASED GA ACTIVITY MAY SET STAGE FOR NEW CONSTRAINTS

Federal Aviation Administration may be setting the stage for new constraints on general aviation or higher taxes on that segment of the industry with its forecast last week that general aviation will claim an increasing share of FAA services over the next 10 years. Harvey Safeer, director of aviation policy and plans for FAA, addressing the agency's annual forecast conference, projected that GA operations will account for 75 percent of activity at tower controlled airports by 1995 and for nearly one-third of the workload at FAA en route control centers. While he did not address the issue of higher taxes or directly focus on demand constraints, general aviation interests are concerned by the potential ramifications of Safeer's forecast.

Safeer said general aviation accounted for 66 percent of total tower operations in 1983 and predicted GA's share will grow to 75 percent by 1995. During the same period air carrier operations will decrease and commuter/air taxi operations will remain constant *(see charts on the back of Pages 66 and 67).* Safeer warned that "this shift has its implication for the operation of the air traffic control system. The more heterogeneous the mix of traffic, the greater the problems associated with local flow control management."

In regard to IFR aircraft handled at ATC centers, Safeer predicted similar increases with total workload forecast to grow at an annual rate of 3.1 percent through 1995. He said GA operations would grow 4.7 percent annually and commuter operations would increase 6.4 percent, while air carrier traffic is expected to increase 1.9 percent annually. This will result in commuter/air taxi and general aviation comprising half of center workload by 1995, he said.

NBAA's Winant Concerned About Implications of Forecast

NBAA President John Winant told *BA* he is "appalled at the implication inherent in some of the predictions, which I think are subject to gross error." Noting the rapid changes that have occurred in the aviation industry, particularly since deregulation, Winant said "nobody's prediction is worth more than two years," adding that a 10-year forecast "should not be taken seriously. If people are trying to point us into short-term policy decisions (on the basis of such forecasts) they're misleading us badly."

Winant noted during his luncheon address to the forecast conference the ongoing National Aviation System Plan (NASP) and National Airspace Review (NAR) programs being conducted by FAA. Winant said the NASP can "provide the hardware and computerized capability for meeting the needs of aviation users right into the 21st century" and said the NAR "will act to insure that the hardware and automation provided by the NASP are put to the most effective use." While supporting those programs, Winant warned that "we must insure they do not result in conditions of permanent constraint on use of our air space. It would be extremely comfortable from a governmental viewpoint to live with a limited, easily dampened, readily smoothed level of demand. We must not let that happen and must elect the more difficult challenge of building the system up so that it meets unconstrained demand."

There have been a number of government reports issued during the past 10 years charging that general aviation is not paying a fair share of costs it imposes on the ATC system *(BA, Jan. 23/25).* It appears likely that FAA's latest forecast of substantial increases in GA activity will provide increased support for either increasing the level of taxes paid by general aviation or imposing constraints on use of the ATC system.

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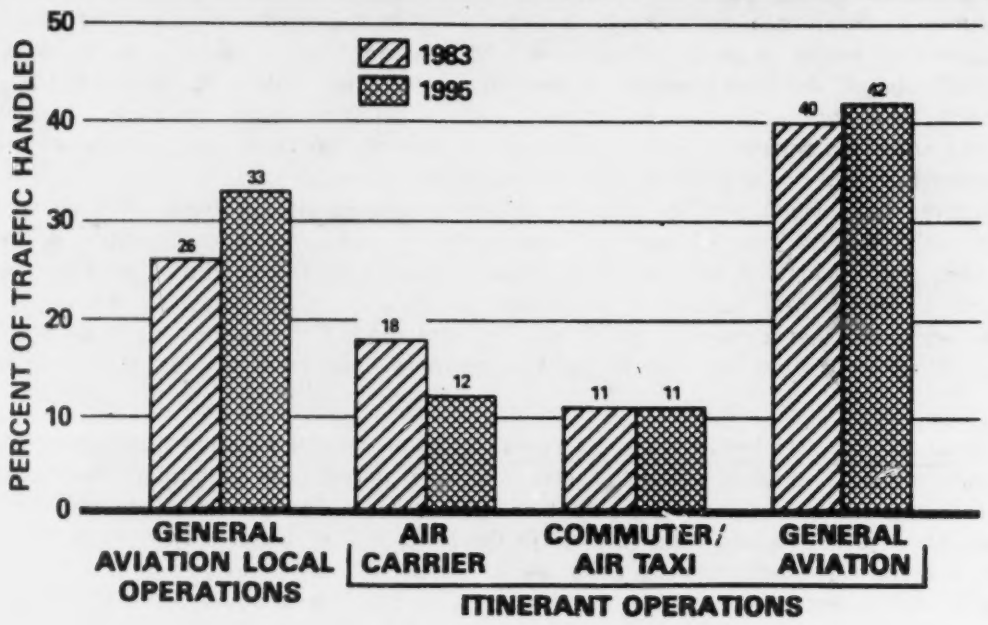
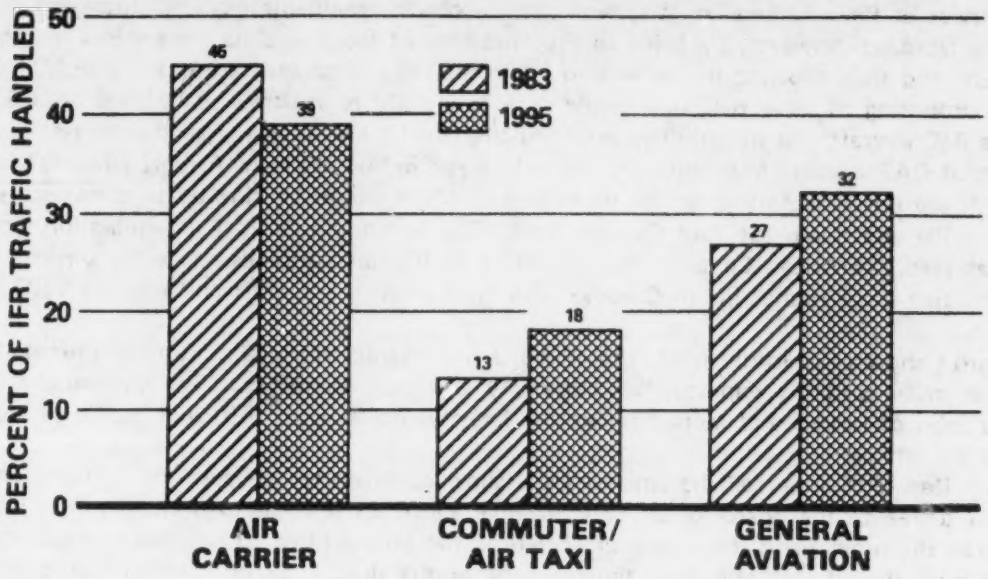
DISTRIBUTION OF OPERATIONS AT AIRPORTS WITH FAA TRAFFIC CONTROL SERVICE



THE NET EFFECT OF THE DIFFERENTIAL GROWTH VOTE IS A REDISTRIBUTION IN THE MIX OF OPERATIONS IN THE SYSTEM. IN 1983, GENERAL AVIATION ACCOUNTED FOR 66 PERCENT OF TOTAL TOWER OPERATIONS. BY 1995, GENERAL AVIATION'S SHARE WILL GROW TO 75 PERCENT. DURING THIS SAME TIME PERIOD, AIR CARRIER PARTICIPATION WILL DECLINE FROM 18 TO 12 PERCENT WHILE COMMUTER SHARE WILL REMAIN CONSTANT AT 11 PERCENT. THIS SHIFT HAS ITS IMPLICATION FOR THE OPERATION OF THE AIR TRAFFIC CONTROL SYSTEM. THE MORE HETEROGENEOUS THE MIX OF TRAFFIC, THE GREATER THE PROBLEMS ASSOCIATED WITH LOCAL FLOW CONTROL MANAGEMENT.

FAA Chart

DISTRIBUTION OF IFR TRAFFIC HANDLED BY FAA AIR ROUTE TRAFFIC CONTROL CENTERS



ONCE AGAIN, THESE DIFFERENTIAL GROWTH RATES WILL RESULT IN A REDISTRIBUTION OF THE RELATIVE SHARE OF THE WORKLOAD. BY 1995, HALF OF THE CENTER WORKLOAD WILL BE COMPRISED OF COMMUTER AND GENERAL AVIATION AIRCRAFT, UP FROM ONLY 40 PERCENT IN 1983. DURING THIS SAME TIME PERIOD, AIR CARRIER AIRCRAFT HANDLED WILL DECLINE FROM 46 PERCENT OF CENTER WORKLOAD TO 39 PERCENT; MILITARY FROM 14 PERCENT TO 11 PERCENT.

FAA Chart

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HOUSE BILL WOULD TAX PERSONAL USE OF BUSINESS AIRCRAFT

Legislation approved by the House Ways and Means Committee this month would impose additional tax liabilities on users of business aircraft under certain conditions. The bill, H.R.4170, the Tax Reform Act of 1984, would require persons who use business aircraft for personal trips to include the value of that transportation when determining their income for tax purposes.

The bill, which was cleared for debate by the full House last week under House Rules Committee procedures prohibiting substantive amendment, is a revised version of similar legislation adopted by the Ways and Means Committee last year but not acted upon by the House. It is designed to help reduce the federal deficit by increasing revenues through the adoption of more restrictive tax regulations and increasing some taxes outright.

Language in the bill would continue to exclude the free, space-available transportation of airline employes and their dependents from any additional tax liability on the basis that such transportation imposes no additional cost on the carrier. That exclusion would not apply, however, to personal travel on a corporate aircraft. The report on the bill states that "the exclusion for no-additional-cost service is not available, for example . . . to employes of a consumer goods manufacturer who travel for personal purposes on a company plane (even if the plane is otherwise making a trip on company business)."

The rationale cited for treating corporate flights differently is that "even assuming that there were no substantial additional cost to the employer in providing the service on a space-available basis, the service is not the same type generally provided to the general public in the specific line of business of the employer in which the employe-recipient works. Accordingly, the requirements of the no-additional-cost exclusion are not satisfied."

Purchase of Aircraft With IDBs Prohibited

Another section of the bill would eliminate the use of industrial development bonds (IDBs) for the purchase of an aircraft by a company. Communities routinely issue IDBs, which carry lower than market interest rates, to finance the construction of plants and facilities for the use of companies planning to operate in the community. Sources say that in a number of instances, communities have agreed to include the cost of a corporate aircraft in the bond issue. The tax bill, however, "prohibits the use of IDBs to finance liquor stores, sky boxes, private airplanes and gambling establishments." That section also would modify the public approval requirements for private activity bonds in the case of certain airports located in more than one jurisdiction.

One change in the tax bill that had been sought by aviation interests relates to collection of the 12-cents-per-gallon tax on aviation gasoline. Under current law, nine cents of the tax is collected at the refinery, while the remaining three cents is collected at the retail level, i.e., by the fixed-base operator. The tax bill states that effective July 1, 1984, the entire 12 cents per gallon excise tax on gasoline used in noncommercial aviation aircraft shall be collected at the retail level. Aviation gasoline dealers, such as FBOs, will be able to purchase fuel from the producers tax-free and will collect entire 12-cent tax from the retail customer. Such a system already applies to the sale of noncommercial jet fuel, which is taxed at 14 cents per gallon.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — FEBRUARY UNIT SHIPMENTS

		Feb. 84	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	3	6
BE-C24R	Sierra	1	1	1
BE-F33A	Bonanza	4	5	8
BE-V35B	Bonanza	0	0	0
BE-A36	Bonanza	8	25	44
BE-B36TC	Bonanza	5	11	27
• Multi-Engine				
BE-B55	Baron	1	1	5
BE-E55	Baron	0	0	0
BE-58	Baron	4	6	16
BE-58TC	Baron	0	0	1
BE-58P	Baron	2	3	5
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	2	3	11
BE-C90-1	King Air	1	1	3
BE-F90-1	King Air	1	2	9
BE-B100	King Air	0	0	0
BE-200	Super King Air	5	8	23
BE-200C	Super King Air	0	0	1
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	3	3	3
TOTAL		37	74	168
Manufacturers net billing - $25,639,140				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	2	3	6
HS-748		0	0	3
BAe 146-100		0	0	3
BAe 146-200		1	1	2
HS-125-700	Model A	0	0	2
HS-125-700	Model B	1	1	3
TOTAL		4	5	19
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	0	0	3
BN-2T	Islander	0	0	6
Mark III	Trislander	0	0	1
TOTAL		0	0	10
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	1	1
CL-601	Challenger	1	2	10
TOTAL		1	3	11
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	0	1
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	13	24	64
CE-172	Cutlass	0	1	4
CE-172RG	Cutlass	2	2	12
CE-182	Skylane	8	10	30
CE-122	Turbo Skylane	0	1	1
CE-182RG	Skylane RG	0	1	7
CE-182RG	Turbo Skylane RG	2	7	7
CE-185	Skywagon	1	1	7
CE-U206	Stationair 6	6	9	17
CE-TU206	Turbo Stationair 6	3	3	8
CE-208	Stationair 8	1	2	5
CE-TU208	Turbo Stationair 8	0	0	1
CE-210	Centurion	3	6	11
CE-T210	Turbo Centurion	9	16	20
CE-P210	Pressurized Centurion	3	6	20
CE-188	AgHusky	0	0	1
CE-188	AgTruck	0	0	1
• Multi-Engine				
CE-303	Crusader	4	6	14
CE-335		0	0	0
CE-340		3	5	6
CE-402		0	1	5
CE-404	Titan	0	0	0
CE-414	Chancellor	2	5	7
CE-421	Golden Eagle	0	1	2
CE-425	Conquest I	1	3	11
CE-441	Conquest II	1	2	12
CE-500	Citation I	0	0	2
CE-550	Citation II	4	5	15
CE-650	Citation III	2	5	12

		Feb. 84	Cal. Year	Fisc.† Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	0	0
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	1	1	2
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		69	123	310
Manufacturers net billing - $31,286,471				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	0	0	2
AD-My.50	Falcon	3	3	3
TOTAL		3	3	6
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		1	1	2
DHC-7		3	5	7
TOTAL		4	6	9
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	0	3	7
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	2	2	7
EMB-712	Tupi (PA-28-181 Archer II)	1	1	2
EMB-720	Minuano (PA-32-310 Saratoga)	0	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	2	2
• Multi-Engine				
EMB-110	Bandeirante	1	3	12
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	1	7	13
EMB-820	Chieftain	0	1	1
TOTAL		6	20	54
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	1	6
Merlin IV-C		1	1	2
Metro III		0	1	13
Expediter		0	0	5
TOTAL		1	3	26
Manufacturers net billing - $2,150,000				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		0	0	8
LR-36A		0	0	0
LR-55		1	1	12
TOTAL		1	1	22
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	0
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	6	15
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	1	1	10
AE-980		0	0	0
AE-1000		0	1	4
TOTAL		4	8	30
Manufacturers net billing - $35,281,000 (Exports: 1 G-III To Bahrain and Kuwait)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind I	1	1	7
1124A	Westwind II	0	0	8
TOTAL		1	1	15

		Feb. 84	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		0	0	9
LA-250	Renegade	0	1	2
TOTAL		0	1	11
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	0
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	0	2
M-6-235		0	0	0
TOTAL		0	0	3
Manufacturers net billing - $55,843				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	1	3	5
TOTAL		1	3	5
(Exports: 1 M-7-235 to Guatemala)				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		2	3	11
TOTAL		2	3	13
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	6	9	29
M-20K	231	3	6	34
TOTAL		9	15	63
Manufacturers net billing - $9,804,500				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	9	13	50
PA-28-181	Archer II	12	21	45
PA-28-236	Dakota	5	5	12
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	4	7	15
PA-32-301	Saratoga	0	1	4
PA-32-301T	Turbo Saratoga	0	0	2
PA-32R-301	Saratoga SP	1	2	15
PA-32R-301T	Turbo Saratoga SP	2	3	12
PA-46-310P	Malibu	6	8	18
PA-36-375	Pawnee Brave	0	0	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	0
PA-31-325	Navajo C/R	0	0	1
PA-31-350	Chieftain	1	3	11
PA-31P-350	Mojave	1	3	13
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	1	1	4
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	0	1	6
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	2	3	6
PA-34-220T	Seneca III	2	8	36
PA-44-180	Seminole	2	2	2
PA-44-180T	Turbo Seminole	0	0	0
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	0	0
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	0	0	0
PA-700P	Aerostar	1	1	2
PA-T1020		0	0	7
PA-T1040		0	0	1
TOTAL		49	82	273
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		1	1	1
SD-3-60		0	1	10
TOTAL		1	2	11
SINGLE-ENGINE		123	223	598
MULTI-ENGINE		70	130	461
GRAND-TOTAL		193	353	1,059

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	February			Calendar Year			Fiscal Year to Date †		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	37	26	66	74	42	125	168	144	403
British Aerospace	4	1	3	5	2	5	19	9	15
Britten-Norman	0	0	5	0	0	6	10	6	14
Canadair	1	*	*	3	*	*	11	*	*
Cessna	69	118	243	123	219	440	310	556	1,366
Dassault	3	1	8	3	5	16	6	26	33
DeHavilland	4	*	*	6	*	*	9	*	*
Embraer	6(1)	4(0)	22(7)	20(6)	15(5)	41(14)	54(36)	48(19)	90(41)
Fairchild	1	1	7	3	2	11	26	21	47
Gates	1	1	7	1	3	12	22	31	56
Gulfstream	4	6	5	8	8	10	30	39	54
Israel	1	1	3	1	1	7	15	1	16
Lake	0	1	2	1	2	3	11	10	13
Maule	0	2	2	0	5	4	3	14	11
Maule Air Inc.	1	*	*	3	*	*	5	*	*
Mitsubishi	2	4	1	3	6	2	13	28	14
Mooney	9	8	21	15	20	41	63	71	113
Piper	49	57	98	82	128	181	273	395	650
Short	1	2	1	2	4	4	11	7	11
TOTAL	193	233	494	353	462	909	1,059	1,406	2,906

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

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SENATE CONFIRMS DONALD ENGEN AS FAA ADMINISTRATOR

U.S. Senate Thursday confirmed Donald Engen as FAA Administrator. Senate confirmation of Engen followed earlier Congressional approval of legislation permitting him to retain his commission as a U.S. Navy vice admiral while serving at FAA *(BA, April 2/106).* President Reagan signed that bill last week. It permits Engen, who retired from the Navy in 1978 after 36 years of service, to retain his military retirement benefits. Special legislation was required because the Federal Aviation Act of 1958 specifies that the FAA Administrator be a civilian at the time of his appointment. Engen has been a member of the National Transportation Safety Board since 1982. Transportation Department officials said they did not know when Engen would move to FAA, but he could be sworn in as early as this week. Michael Fenello has been acting FAA administrator since J. Lynn Helms left the agency at the end of January.

PIPER TO DECIDE BY MAY 1 ON TRANSFER OF ALL OPERATIONS TO FLORIDA

Piper Aircraft officials told employes the company will decide by May 1 whether to consolidate all its Pennsylvania operations into its Florida facilities. In a memo to workers late last month, Piper President Max Bleck said that for the past two and one-half years low sales have forced Piper to reduce employment and "operate its plants at approximately 20 percent of capacity. During this period, the company has been in a loss situation, and we have considered many alternative solutions to return the company to profitability. Among the items now under consideration is the possible consolidation of Pennsylvania operations into the Florida facilities." Bleck said the consolidation is being studied "because the latest industry and company forecasts indicate our current production capacity far exceeds our needs in the foreseeable future. A decision on this matter is expected by May 1."

Piper has been headquartered in Lock Haven since 1937 when William T. Piper moved the company into a converted silk mill there after an earlier aircraft plant in Bradford, Pa. was destroyed in a fire. Bleck and many of Piper's top officers moved their offices to Florida and bought homes there several years ago. There are about 650 Piper employes in Lock Haven, where the Mojave, various Cheyenne turboprop models and the T-1040 are built, and another 250 at the metals fabrication plant in Quehanna, Pa. A Piper fabric shop in Renovo, Pa. was closed about a year ago. Piper has about 1,050 workers at its Vero Beach plant and about 1,150 in Lakeland, Fla.

BEECH CANCELS CONTRACT WITH EDO UNIT FOR STARSHIP WINGS

Beech Aircraft Corp. has terminated a $5 million contract with EDO Corporation's Fiber Science Division in Salt Lake City, Utah for development and construction of the main wings for the prototype Beech Starship I composite aircraft. EDO issued a statement Thursday afternoon that said Beech was "terminating the development and prototype manufacturing effort." EDO said "while Beech has not formerly stated its reasons for this action, the company believes that Beech decided to pursue a more conventional approach within its own facilities."

A Beech spokesman confirmed the contract cancellation and said Beech will be "bringing that portion of the program in-house." He said the move "gives us better control." Asked if the change will impact the

(Continued on the following page)

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Turbo - Jet Accidents

Corporate Operators	1979	1980	1981	1982	1983
Accidents	11	7	9	3	7
Fatal Accidents	2	1	3	0	3
Fatalities	11	2	16	0	11

Commercial/Business/ Other Operators	1979	1980	1981	1982	1983
Accidents	8	10	6	7	7
Fatal Accidents	4	4	2	2	2
Fatalities	4	9	3	7	4

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Corporate Aviation Accident Review
Flight Safety Foundation
Robert E. Breiling, Vice President
SimuFlite Training International, Inc.

LSI NAMES WYMA TO HEAD AIRCRAFT GROUP, INCLUDING PIPER – Robert J. Wyma, 53, has been elected a corporate vice president of Lear Siegler Inc. and will be responsible for a newly created aircraft group. "Reporting to him in his new capacity will be Piper Aircraft Corp., which became part of LSI in the February acquisition of Bangor Punta Corp. He will maintain offices at the Piper facility in Vero Beach, Fla.," LSI said.

Wyma has been president of LSI's Instrument Division in Grand Rapids, Mich. for the past five years. He joined the division in 1958 and held various engineering and manufacturing positions before being named president in 1979. Wyma holds a B.S. degree in electrical engineering from Michigan State University.

TAKEOFF, LANDING PHASE ACCIDENTS INCREASED IN 1983 – Seventy-five percent of turbojet and turboprop aircraft accidents in the U.S. last year involving corporate/executive and business operators occurred in the takeoff or landing phases of flight—a significant increase over previous years—according to statistics developed by Robert E. Breiling, vice president of SimuFlite Training International Inc. Breiling detailed the accident data during a presentation last week to the Flight Safety Foundation's 29th Corporate Aviation Safety Seminar in Montreal *(see charts on the backs of Pages 114-116 and 118-119).*

Breiling said 53 percent of all turbojet and turboprop accidents in 1983 occurred in the landing phase, "a much higher percentage than prior years or than the average, 1970 to 1980." He noted that a number of those accidents "involved adverse runway conditions such as wet, icy or snow-covered surfaces" while others involved non-adherence to proper speed control resulting in stall above the runway, landing short, or landing long and fast. Several overshoots resulted from thrust reverser malfunction or failure.

Takeoff accidents and incidents also increased, many of which involved weather-related factors such as extremely low visibility and slippery runway conditions. Three accidents in the takeoff phase were attributed to crew training or check out when aircraft control was lost due to improper steering control or practicing an engine failure on takeoff.

PIPER FOUND LIABLE IN CHEYENNE CRASH SUIT – A federal judge has found Piper Aircraft Corp. liable for damages in a lawsuit stemming from an accident involving an early model Cheyenne turboprop aircraft. Judge William J. Campbell of the U.S. District Court for the Southern District of Florida in West Palm Beach, said amount of damages to the plaintiffs will be determined in a trial scheduled to begin April 16.

The lawsuit was first filed in 1978 by the families and heirs of three of four passengers killed in the crash of a Cheyenne in Ireland on Nov. 12, 1976. The plaintiffs charged that the Cheyenne had some safety defects, specifically with its longitudinal stability and flight characteristics at aft c.g. *(BA, Jan. 2/3).* Since the 1978 filing, courts repeatedly asked Piper to produce documents dealing with the testing and development of the aircraft. "It is now undisputed that Piper had such documents in its possession at one time and the only conclusion is that they were either disposed of in some manner or intentionally withheld," Campbell said. Because Piper "consistently disobeyed orders, obstructed discovery, delayed proceedings and made misrepresentations to the court," it forfeited its right to defend itself in the suit, Campbell said.

Bangor Punta Corp., Piper's parent company, said Piper would try to appeal the judge's ruling.

NTSB URGES SEPARATION OF MAINTENANCE, INSPECTION FUNCTIONS – National Transportation Safety Board has recommended that FAA place more emphasis on existing requirements for separation of maintenance and inspection functions. Referring to accidents involving a Sierra Pacific Airlines DHC-6 on Feb. 15, 1983 and an Air Illinois HS748 crash on Oct. 11, 1983, NTSB said FAA should issue an air carrier maintenance order emphasizing the need for inspectors to require during the certification process that manuals and organization structure conform to regulatory requirements—the separation of maintenance and inspection functions. FAA inspectors also need to conduct surveillance to verify the air carriers are separating the two, the board said. Airlines also need to be told again that mechanical irregularities are to be recorded in maintenance logs, and FAA inspectors should be aware of the need to verify that this is being done, NTSB said.

Turbo - Prop Accidents

Corporate Operators	1979	1980	1981	1982	1983
Accidents	10	23	23	12	11
Fatal Accidents	6	7	9	2	3
Fatalities	12	32	26	13	12
Single Pilot Operators	9	19	14	10	9

Business/Operators	1979	1980	1981	1982	1983
Accidents	9	7	11	12	5
Fatal Accidents	5	3	5	2	1
Fatalities	14	10	24	7	1
Single Pilot Operators	9	7	11	12	5

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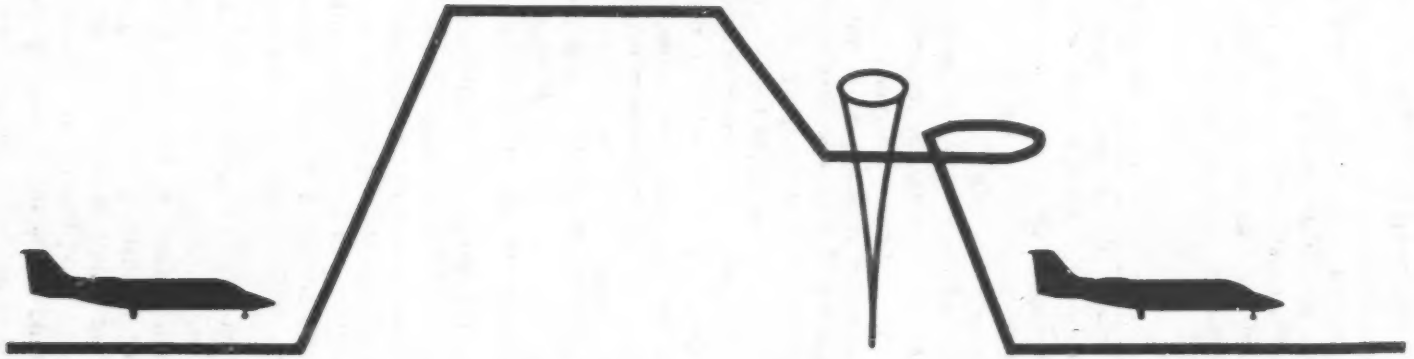
Corporate Aviation Accident Review
Flight Safety Foundation
Robert E. Breiling, Vice President
SimuFlite Training International, Inc.

CORPORATE ACCIDENTS BY FLIGHT PHASE



	Takeoff	Climb	Cruise	Descent	Approach	Landing
1970-1980	13%	9%	6%	6%	33%	30%
1981	17%	8%	5%	4%	25%	40%
1982	15%	7%	7%	5%	22%	44%
1983	22%	2%	5%	2%	14%	53%
AIR CARRIER 1979-1983	11%	11%	12%	2%	17%	39%

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Corporate Aviation Accident Review
Flight Safety Foundation
Robert E. Breiling, Vice President
SimuFlite Training International, Inc.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — MARCH UNIT SHIPMENTS

		March 84	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	3	6
BE-C24R	Sierra	0	1	1
BE-F33A	Bonanza	2	7	10
BE-V35B	Bonanza	1	1	1
BE-A36	Bonanza	8	33	52
BE-B36TC	Bonanza	3	14	30
• Multi-Engine				
BE-B55	Baron	2	3	7
BE-E55	Baron	1	1	1
BE-58	Baron	6	12	22
BE-58TC	Baron	0	0	1
BE-58P	Baron	3	6	8
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	0	3	11
BE-C90-1	King Air	1	2	4
BE-F90-1	King Air	2	4	11
BE-B100	King Air	0	0	0
BE-200	Super King Air	4	12	27
BE-200C	Super King Air	0	0	1
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	3	6	6
TOTAL		36	110	204
Manufacturers net billing - $24,256,451				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	1	4	7
HS-748		0	0	3
BAe 146-100		1	1	4
BAe 146-200		0	1	2
HS-125-700	Model A	1	1	3
HS-125-700	Model B	0	1	3
TOTAL		3	8	22
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	1	1	4
BN-2T	Islander	2	2	8
Mark III	Trislander	1	1	2
TOTAL		4	4	14
(Exports: 2 BN-2T to United Kingdom				
1 BN-2 to Taiwan				
1 Mark III to Ecuador)				
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	1	1
CL-601	Challenger	2	4	12
TOTAL		2	5	13
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		8	8	9
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	15	39	79
CE-172	Cutlass	2	3	6
CE-172RG	Cutlass	1	3	13
CE-182	Skylane	4	14	34
CE-122	Turbo Skylane	0	1	1
CE-182RG	Skylane RG	3	4	10
CE-182RG	Turbo Skylane RG	0	7	7
CE-185	Skywagon	6	7	13
CE-U206	Stationair 6	6	15	23
CE-TU206	Turbo Stationair 6	3	6	11
CE-208	Stationair 8	2	4	7
CE-TU208	Turbo Stationair 8	0	0	1
CE-210	Centurion	2	8	13
CE-T210	Turbo Centurion	1	17	21
CE-P210	Pressurized Centurion	1	7	21
CE-188	AgHusky	1	1	2
CE-188	AgTruck	1	1	2
• Multi-Engine				
CE-303	Crusader	4	10	18
CE-335		0	0	0
CE-340		0	5	6
CE-402		2	3	7
CE-404	Titan	0	0	0
CE-414	Chancellor	0	5	7
CE-421	Golden Eagle	1	2	3
CE-425	Conquest I	0	3	11
CE-441	Conquest II	0	2	12
CE-500	Citation I	0	0	2
CE-550	Citation II	1	6	16
CE-650	Citation III	3	8	15
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	1	1
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	1	2	3
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		69	192	379
Manufacturers net billing - $24,764,192				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	1	1	3
AD-My.50	Falcon	2	5	5
TOTAL		3	6	9
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		2	3	4
DHC-7		0	5	7
TOTAL		2	8	11
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	0	3	7
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	2	4	9
EMB-712	Tupi (PA-28-181 Archer II)	0	1	2
EMB-720	Minuano (PA-32-310 Saratoga)	1	2	3
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	2	2
• Multi-Engine				
EMB-110	Bandeirante	1	4	13
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	0	7	13
EMB-820	Chieftain	0	1	1
TOTAL		4	24	58
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	1	6
Merlin IV-C		0	1	2
Metro III		2	3	15
Expediter		0	0	5
TOTAL		2	5	28
Manufacturers net billing - $4,178,000				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		0	0	8
LR-36A		0	0	0
LR-55		2	3	14
TOTAL		2	3	24
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-1159A	Gulfstream III	4	10	19
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	0	1	10
AE-980		0	0	0
AE-1000		0	1	4
TOTAL		4	12	34
Manufacturers net billing - $44,371,000				
(Exports: 1 G-III to Senegal)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind I	1	2	8
1124A	Westwind II	1	1	9
TOTAL		2	3	17

		March 84	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		3	3	12
LA-250	Renegade	0	1	2
TOTAL		3	4	14
Manufacturers net billing - $302,793				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	0
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	1	3
M-6-235		1	1	1
TOTAL		2	2	5
Manufacturers net billing - $97,637				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	2	5	7
TOTAL		2	5	7
Manufacturers net billing - $101,687				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		*	3	11
TOTAL		0	3	13
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	9	16	38
M-20K	231	6	12	40
TOTAL		15	30	78
(Exports: 1 201 to Australia and Thailand				
1 231 to Switzerland)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	13	26	63
PA-28-181	Archer II	10	31	55
PA-28-236	Dakota	2	7	14
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	3	10	18
PA-32-301	Saratoga	3	4	7
PA-32-301T	Turbo Saratoga	0	0	2
PA-32R-301	Saratoga SP	1	3	16
PA-32R-301T	Turbo Saratoga SP	1	4	13
PA-46-310P	Malibu	10	18	28
PA-36-375	Pawnee Brave	0	0	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	0
PA-31-325	Navajo C/R	0	0	1
PA-31-350	Chieftain	5	8	16
PA-31P-350	Mojave	7	10	20
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	1	4
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	0	1	6
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	2	5	8
PA-34-220T	Seneca III	9	17	45
PA-44-180	Seminole	0	2	2
PA-44-180T	Turbo Seminole	1	1	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	0	0
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	0	0	0
PA-700P	Aerostar	2	3	4
PA-T1020		0	0	7
PA-T1040		1	1	2
TOTAL		70	152	343
Manufacturers net billing - $16,999,873				
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	1	1	1
SD-3-30		1	2	2
SD-3-60		10	11	20
TOTAL		12	14	23
SINGLE-ENGINE		140	363	738
MULTI-ENGINE		97	227	558
GRAND-TOTAL		237	590	1,296

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

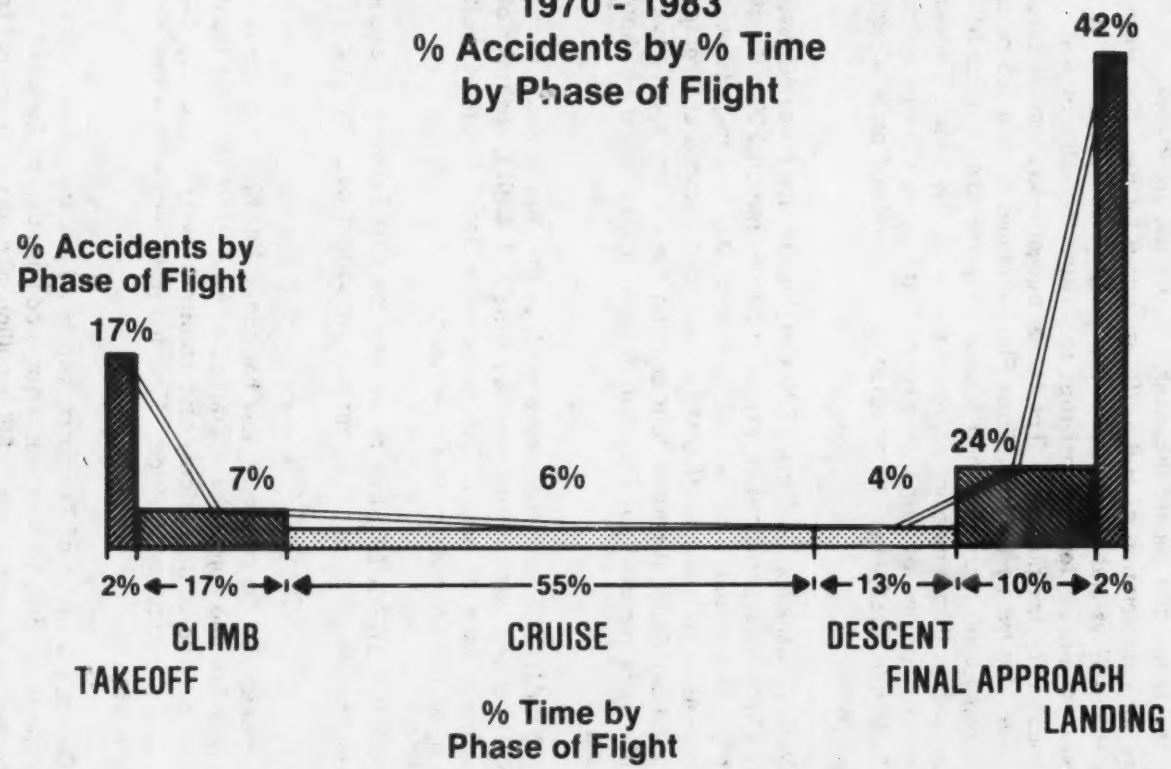
	March			Calendar Year			Fiscal Year to Date †		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	36	39	72	110	81	197	204	183	475
British Aerospace	3	3	1	8	5	6	22	12	17
Britten-Norman	4	1	2	4	1	8	14	7	16
Canadair	2	*	*	5	*	*	13	*	*
Cessna	69	87	286	192	306	726	379	643	1,652
Dassault	3	2	8	6	7	24	9	28	41
DeHavilland	2	*	*	8	*	*	11	*	*
Embraer	4(1)	10(4)	11(4)	24(7)	25(9)	52(18)	58(28)	58(23)	100(35)
Fairchild	2	2	7	5	4	18	28	23	54
Gates	2	4	14	3	7	26	24	35	70
Gulfstream	4	8	8	12	16	17	34	47	58
Israel	2	1	*	3	2	*	17	2	*
Lake	3	4	0	4	6	3	14	14	13
Maule	2	3	5	2	8	9	5	17	16
Maule Air Inc.	2	*	*	5	*	*	7	*	*
Mitsubishi	0	6	3	3	12	5	13	34	17
Mooney	15	12	18	30	32	59	78	83	131
Piper	70	64	131	152	192	312	343	459	781
Short	12	*	0	14	4	0	23	7	0
TOTAL	237	240	559	590	693	1,428	1,296	1,617	3,376

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

Corporate Accident Exposure

1970 - 1983

% Accidents by % Time by Phase of Flight



Corporate Aviation Accid[illegible] view
Flight Safety Founda[illegible]
Robert E. Breiling, Vice President
SimuFlite Training International, Inc.

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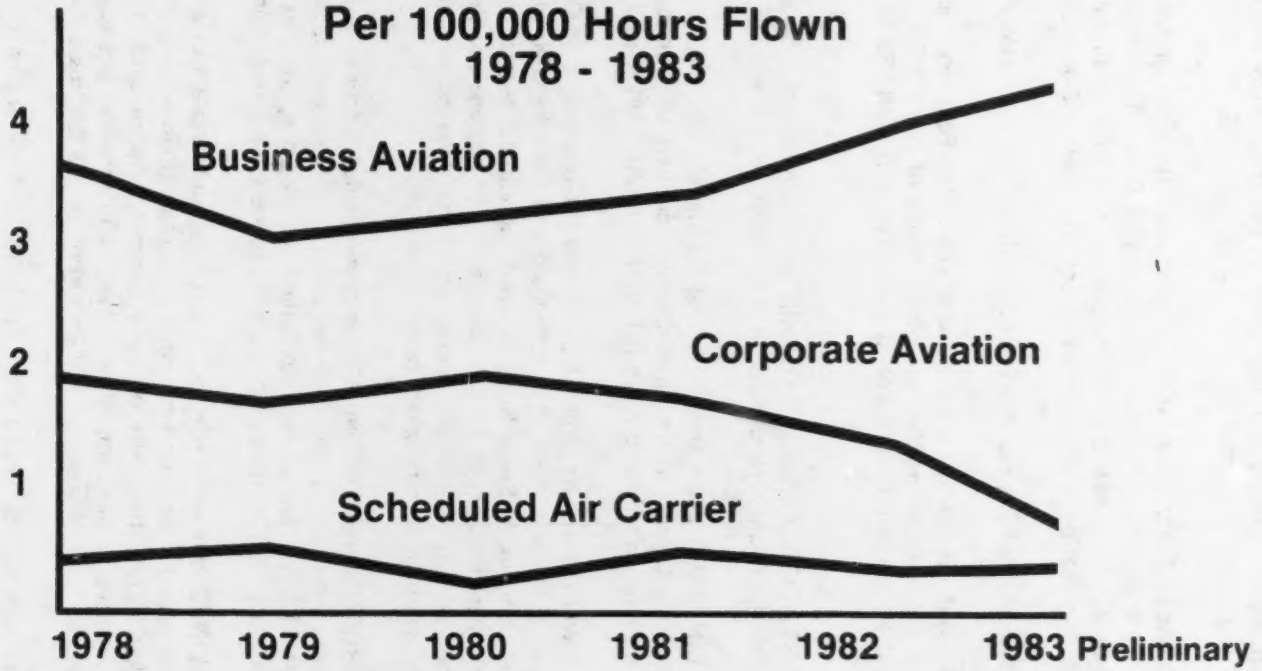
Accident Rates



Source: FAA, NTSB

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THE WEEKLY OF BUSINESS AVIATION

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DEFICIT REDUCTION BILLS CONTAIN LIMITS ON AIRCRAFT USE

House and Senate approved separate deficit reduction bills last week, both of which contain restrictions on the use of aircraft or limit the ability of operators to write off aircraft purchases as business expenses. Measures approved last week, H.R.4170 in the House and an amendment to H.R.2163 in the Senate, contain the same language regarding aircraft use approved earlier by the House Ways and Means Committee and the Senate Finance Committee *(BA, March 19/89).*

Legislation approved by the Senate would require that transportation equipment—including aircraft—be used for business purposes at least 90 percent of the time in order to qualify for existing business-related tax deductions. H.R.4170 approved by the House would require persons who use business aircraft for personal trips to include the value of that transportation when determining their income for tax purposes.

Congress adjourned early Friday morning until April 24 for the Easter recess. It is expected that a House-Senate conference committee will be appointed shortly after members return from recess to resolve differences in the two pieces of legislation. Aviation interests are expected to lobby against the aviation restrictions, particularly the 90 percent provision in the Senate bill. Because of the wide-ranging nature of the legislation, however, industry lobbyists will be competing for Congressional attention with representatives of many different interest groups, who also will be seeking changes to benefit their particular constituencies.

RAYTHEON'S WALSH NAMED CHIEF OPERATING OFFICER OF BEECH AIRCRAFT

James S. Walsh, 50, a Raytheon Company employe since 1956, was named senior executive vice president and chief operating officer of Beech Aircraft Corp. and was elected to a seat on the board of directors last week. Thursday's announcement reverses a management restructuring announced just three months ago. Walsh, whose name but not his duties had been announced earlier *(BA, April 9/116),* "will be responsible for the day-to-day operations of the company," a Beech statement said. Announcement of Walsh's duties, which followed a meeting of Beech's board of directors, said Walsh will report to President and Chief Executive Officer Linden Blue and will be a member of the company's Office of the President. No one previously had the title of chief operating officer.

In addition to Walsh's appointment, Beech also announced promotions for two longtime employes and a realignment of duties for another official. Charles W. Dieker was promoted from senior vice president and treasurer to executive vice president and treasurer and Glenn Ehling, who had been senior vice president-operations, also was named an executive vice president. Beech now has three persons with that title as Chet Rembleske was named executive vice president in January. When that appointment was announced, Beech said Rembleske would assist Blue "in the overall management of Beech, with full authority to act in Blue's absence. This expansion of the office of the CEO will strengthen the Beech management team and provide continuity of management direction" when Blue is absent *(BA, Jan. 16/19).* A spokesman told *BA* last week that Rembleske's responsibilities will now be limited to engineering and will not include the duties outlined in January. Rembleske had been senior vice president-engineering before the January promotion.

Blue said that "we are very pleased to have a man of Jim Walsh's background on board," adding that his experience "will blend very well within our existing management group and help further broaden and

(Continued on the following page)

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WRIGHT BOOSTS SHORTS 360 SALES WITH ORDER FOR EIGHT PLANES – Wright Air Lines of Cleveland, Ohio, in need of new aircraft to replace part of its existing Convair 600 fleet, has ordered eight 36-passenger Shorts 360 aircraft from the Belfast, Northern Ireland manufacturer. The order, which Shorts said is valued in excess of $36 million, is the largest single contract ever written for the 360. It also continues a strong surge in orders for the aircraft that has extended over the past 15 months, during which orders/options for the aircraft have more than tripled to a total of 90 airplanes. First of the aircraft for Wright will be handed over in May, with a total of five scheduled for delivery by the end of June. Remaining three will be delivered during the first quarter of 1985.

RAA REPORTS SHARP RISE IN PASSENGERS, RPMs BY COMMUTERS IN 1983 – Regional Airline Association said the number of passengers carried by commuter and regional carriers rose 17 percent in 1983 while revenue passenger miles (RPMs) flown by those carriers increased 24 percent over 1982 levels. Statistics were obtained from a survey of commuter/regional operators by the association and will be included in RAA's 1983 *Annual Report of the Regional Airline Industry (see charts on the back of Pages 124-127).*

Total passengers rose from 18.6 million in 1982 to 21.8 million last year and RPMs jumped from 2.61 billion to 3.24 billion. Increases came despite an 11 percent reduction in the number of airlines in the industry, from 245 in 1982 to 218 in 1983. RAA said the top 50 carriers "accounted for 81 percent of the passengers and 87 percent of the RPMs," with the top 100 carriers accounting for 96 percent of the passengers and 97 percent of the RPMs, respectively.

Turboprop-powered aircraft increased their share of the fleet, accounting for 798, or 53.3 percent, of the 1,497 non-jet airplanes. Number of multi-engine, piston-powered planes was 545, or 36.4 percent, while single-engine, piston-powered planes accounted for 154, or just over 10 percent of the total. In terms of percentage of total fleet seating capacity, the Shorts 330/360 models jumped from sixth place in 1982 *(BA, April 18, 1983/125)* to second place last year with 9.5 percent of total seats. Fairchild Metro remained in first place, but its percentage dropped from 14.3 percent in 1982 to 13.5 percent last year.

HEXCEL CORP. ACQUIRES DITTMER AND DACY INC. – Hexcel Corp. has acquired Dittmer and Dacy Inc., San Diego, Calif., for an undisclosed amount of cash. Dittmer and Dacy designs, develops and manufactures graphite- and glass-fiber-reinforced components for electronics, optics, instrument, medical, communications and aerospace applications, Hexcel Chairman and President Harvie M. Merrill said. Dittmer and Dacy will operate as a subsidiary of Hexcel, reporting to James D. Neff, vice president of the Structural Products Division, and will continue to operate from San Diego.

FAA FORMING 'SPECIAL PURPOSE' TEAMS ON AIRLINE SAFETY PROBLEMS – Federal Aviation Administration plans to form six "special purpose" teams to obtain information on six safety-related areas of airline operation. FAA officials said its recent inspection program of some 355 scheduled carriers *(BA, March 5/73)* indicated a need to obtain information "on the areas listed below which appear to be problems common to many airlines: contract/piggy-back training; continuing contractual and informal subservice agreements; contract station facility service to air carriers; contract/piggy-back maintenance and reliability programs; minimum equipment list/deferred items; and, emergency equipment and carry-on baggage."

While identification of those six "generic" long-term areas of concern was relatively straightforward, the results of the Transportation Department-ordered Phase I inspection of scheduled carriers were less clear. A DOT press release distributed to reporters said the agency "has identified 44 air carriers which need closer study" in Phase II of the inspection program. After sharp questioning, however, DOT officials acknowledged that the bulk of the problems concerning those carriers were record-keeping discrepancies. One DOT official said he would give the airline industry an "A minus" based on results of the Phase I inspections, while another added: "It shows the industry is in very fine shape. There were no big surprises out there." DOT said 29 of the 44 carriers are large (Part 121) operations, while the remainder are Part 135 carriers.

In addition to those 44, DOT said immediate Phase II inspections of seven additional carriers were ordered because of more serious problems. One of those, Sundorph Airlines of Cleveland, had its operating authority suspended March 23. A DOT official said another certificate revocation "is imminent," but officials refused to identify that carrier.

REGIONAL/COMMUTER AIRLINE INDUSTRY STATISTICS

	1982	1983	% Change 1982
Passenger Statistics			
Carriers	215	196	-9
Passengers Enplaned (Mil)	18.6	21.8	17
RPM (Bil)	2.61	3.24	24
Airports	817	854	5
Trip Length	141	149	6
Av. Pass. Enplaned per Carrier	86,500	111,200	29
Cargo Statistics			
Carriers	30	22	-27
Pounds (Mil)	628	396	-37
Total Carriers	245	218	-11
Total Aircraft	1857	1808	-3
Aircraft Util(Hrs)	1373	1563	14

TOP AIRCRAFT IN REGIONAL PASSENGER SERVICE

	Percent of Total Industry Seat Capacity	Total Aircraft in Passenger Operations	Est. Fleet Utilization Hours (000)
Fairchild Metro	13.5%	157	356.9
Shorts 330/360	9.5	74	153.0
deHavilland Dash 7	8.2	37	82.3
Embraer Bandeirante	8.0	105	221.9
Convair 580/600/640	7.8	56	88.6
deHavilland Twin Otter	7.6	105	200.8
Beech Model 99	7.3	119	243.6
Fokker/Fairchild F27	6.7	37	75.8
Nihon YS 11	4.6	23	39.8
Cessna 402	3.4	187	213.2
Piper Navajo Series	3.1	167	191.2
CASA 212	2.0	21	43.8
Total Top Aircraft	81.7%	1088(70%)	1,910.9(79%)
All others	18.3%	460(30%)	504.1(21%)
Total Passenger Aircraft	100.0%	1548(100%)	2,415.0(100%)

RAA Annual Survey

SUMMARY OF AIRCRAFT IN REGIONAL PASSENGER USE IN 1983

MANUFACTURER	Piston Engine Single-	Piston Engine Multi-	Turbo-prop	Jet	Heli-copter	Aircraft total
Aero Commander	*	8	2	*	*	10
Aerospatiale.....	*	*	14	*	7	21
Beech	*	17	121	*	*	138
Bell	*	*	*	*	14	14
British Aerospace	*	*	24	6	*	30
Britten-Norman	*	48	*	*	*	48
CASA	*	*	21	*	*	21
Cessna	85	200	1	*	*	286
Convair	*	2	56	*	*	58
deHavilland	25	21	142	*	*	188
Douglas	*	24	2	4	*	30
Embraer	*	*	105	*	*	105
Fairchild (Swearingen)	*	*	157	*	*	157
Fokker	*	*	37	7	*	44
Grumman	*	16	13	*	*	29
Martin	*	11	*	*	*	11
Nihon	*	*	23	*	*	23
Piper	44	197	3	*	*	241
Shorts	*	*	74	*	*	74
Misc*	*	1	6	1	12	20
TOTAL ALL ACFT	154	545	798	18	33	1,548

Misc* Dornier 1; IAI 5; Mitsubishi 1; Hughes 4; Westland 6; Sikorsky 2; Learjet 1

RAA Annual Survey 3/31/84

TOP 100 REGIONAL AIRLINES 1983 IN PASSENGERS CARRIED

1	Mid Pacific	1,247,900
2	Britt Airways	949,237
3	PBA (Provincetown Boston & Naples)	931,751
4	Air Wisconsin	802,997
5	Empire Airlines	716,629
6	Henson Aviation	699,437
7	Metro Airlines	612,736
8	MVA(Mississippi Valley Airlines)	585,613
9	PRINAIR (Puerto Rico International Airlines)	576,378
10	Ransome Airlines	540,758
11	Horizon Airlines	452,925
12	Rio Airways	405,000
13	Pennsylvania Airlines	403,561
14	Wright Airlines	402,812
15	Rocky Mountain Airways	398,624
16	Air Midwest	388,835
17	Aspen Airways	366,365
18	Atlantic Southeast Airlines	358,000
19	Cascade Airways	349,776
20	Imperial Airlines	343,680
21	SunAire Line	330,000
22	Comair	304,629
23	Suburban Airlines	290,807
24	Pilgrim Airlines	284,308
25	Air Virginia	274,991
26	Emerald Airlines	274,905
27	Bar Harbor Airlines	269,618
28	Air Illinois	262,465
29	Wings West Airlines	253,040
30	Midstate Airlines	227,181
31	Royale Airlines	224,067
32	Scheduled Skyways	222,330
33	Simmons Airlines	213,907
34	Royal Hawaiian Air Service	212,173
35	Command Airways	210,553
36	OceanAir	190,231
37	Dolphin	187,246
38	Chautauqua Airlines	186,288
39	Golden West	177,595
40	Crown Airways	169,825
41	Fischer Brothers Aviation	168,719
42	Skywest Airlines	163,160
43	Air North	155,375
44	Chaparral Airlines	127,019
45	Southern Jersey Airways	126,080
46	Westair	125,000
47	NewAir	125,000
48	Pocono Airlines	120,419
49	Precision Airlines	119,908
50	NY Helicopter	115,315

Top 50	Enplaned Passengers		Revenue Passenger Miles	
	Actual	% of Total	Actual	% of Total
	17,645,168	81%	2,626,000,000	81%

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51	American Central	112,650
52	Freedom Airlines	110,224
53	Alaska Aeronautical	109,650
54	South Central Air	108,611
55	Pacific Coast	105,790
56	Crownair/Dorado Wings	102,358
57	Sea Airmotive (Sea Air)	102,000
58	Virgin Island Seaplane Shuttle	100,999
59	San Juan Airlines	97,188
60	Gull Air	95,919
61	Chalks	93,234
62	Pompano Airways	92,000
63	Scenic Airlines	89,708
64	Vieques Air Link	88,000
65	Pioneer	85,172
66	Capitol Air Service	83,734
67	Sunbird (N.C.)	81,819
68	Atlantis Airlines	81,638
69	Aero Virgin Islands	79,000
70	Air Kentucky	78,929
71	Tyee Airlines	78,400
72	Wings Airways	77,236
73	Air Molokai-Tropic Air	73,200
74	Air Vermont	66,000
75	Trans Central	65,662
76	Trans Colorado	61,799
77	Air Nevada	61,250
78	Excellair (Air U.S.)	60,000
79	Atlantic Gulf	55,000
80	Tennessee Airways	53,644
81	Wills Air	53,159
82	Valdez	52,000
83	Skyway of Ocala	51,000
84	Sunaire	50,980
85	Dash Air	48,465
86	Mall Airways	48,000
87	Wheeler	48,000
88	Mesaba	47,105
89	Clinton Aero Corporation	46,000
90	Aero Coach	45,059
91	Sunwest	42,658
92	Jetstream (Vee Neal)	38,981
93	Big Sky Airlines	38,764
94	Colgan	37,894
95	Mesa Air Shuttle	36,000
96	Sunbelt	35,823
97	Finair Express	34,600
98	Flamenco	33,409
99	Marco Island Airways	33,110
100	Air North (Alaska) Yukon Air Service	29,791

Top 100	Enplaned Passengers		Revenue Passenger Miles	
	Actual	% of Total	Actual	% of Total
	21,049,884	96%	3,129,000,000	97%
Total Industry	21,820,000	100%	3,242,000,000	100%

RAA Annual Survey

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TOM SMITH NAMED FAIRCHILD AIRCRAFT PRESIDENT

Thomas J. Smith, president of Mooney Aircraft Corp. for the past seven years, will move to Fairchild Aircraft Corp., San Antonio, Tex., as president June 1. Smith joined Mooney, which is located in Kerrville, Tex., in 1973 and served as vice president-engineering and manufacturing and vice president-operations before being named president of the company in 1977. Chuck Husick, a senior vice president of Fairchild Industries, has been serving as acting president of Fairchild Aircraft since early April, following the reassignment of former FAC President Anthony J. (Tony) Spuria to other duties *(BA, April 9/114).*

NTSB RECOMMENDS 'IMPLIED CONSENT' ALCOHOL TESTING FOR PILOTS

National Transportation Safety Board has recommended that FAA adopt "implied consent" regulations which would require that pilots submit to toxicological testing for alcohol as a condition of issuance of an airman certificate. That recommendation, along with six others, resulted from a board study of alcohol involvement in aviation accidents for the period 1975-1981 *(BA, Feb. 27/68).*

The board's study showed that 10.5 percent of pilots fatally injured in general aviation accidents during the period "had some level of alcohol in their bodies." The board said that finding "is cause for concern. Any level of alcohol in aviation is unacceptable." NTSB also said that 6.4 percent of the conclusive alcohol tests (4 of 47 tests) made on fatally injured pilots in scheduled Part 135 accidents were positive while 7.4 percent of such tests involving on-demand air taxis (12 of 162 tests) were positive.

NTSB said positive test results "were found among pilots of all ages and all certification levels who were involved in fatal accidents. Even pilots with high numbers of flight hours had positive tests for alcohol, indicating that experience cannot compensate for the effects of alcohol. It also indicates that some pilots do not take seriously the prohibitions against mixing alcohol and flying, and they may not understand the consequences of ignoring these prohibitions."

The board recommended that FAA "issue a rule defining the blood alcohol concentration level that constitutes 'under the influence' at the lowest possible level consistent with the capability of testing equipment to measure any ingested alcohol." While that recommendation does not suggest a specific level, earlier discussion by board members indicated that a blood alcohol level of 0.01 percent is about the lowest generally detectable level of alcohol. In calling for adoption of such a standard, along with an implied consent regulation, NTSB said the present standards—no drinking within eight hours of flying an aircraft and no flying while under the influence of alcohol—cannot be enforced. Recommendations are printed *on the back of Page 154.*

SUPREME COURT REFUSES TO HEAR PIPER LIABILITY CASE

U.S. Supreme Court, in a decision that raises questions about the use in aircraft liability cases of safety bulletins issued by aircraft manufacturers, has refused to hear an appeal by Piper in a case involving the fatal crash of a Piper Aztec in New Mexico in 1975. The Supreme Court's action permits lower court decisions against Piper to stand. Lower courts blamed a small spring in the aircraft's pitch trim control system for the accident.

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – APRIL UNIT SHIPMENTS

		April 84	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	1	4	7
BE-C24R	Sierra	0	1	1
BE-F33A	Bonanza	2	9	12
BE-V35B	Bonanza	1	2	2
BE-A36	Bonanza	6	39	58
BE-B36TC	Bonanza	7	21	37
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	1	2	2
BE-58	Baron	4	16	26
BE-58TC	Baron	0	0	1
BE-58P	Baron	2	8	10
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	1	4	12
BE-C90-1	King Air	4	6	8
BE-F90-1	King Air	0	4	11
BE-B100	King Air	0	0	0
BE-200	Super King Air	4	16	31
BE-200C	Super King Air	0	0	1
BE-300	Super King Air	1	1	1
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	2	8	8
TOTAL		36	146	240
Manufacturers net billing - $25,077,780				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	1	5	8
HS-748		0	0	3
BAe 146-100		0	1	4
BAe 146-200		0	1	2
HS-125-700	Model A	0	1	3
HS-125-700	Model B	2	3	5
HS-125-800	Model A	1	1	1
HS-125-800	Model B	0	0	0
TOTAL		4	12	26
(Exports: 1 Jetstream to Australia)				
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	0	1	4
BN-2T	Islander	0	2	8
Mark III	Trislander	0	1	2
TOTAL		0	4	14
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	1	1
CL-601	Challenger	0	4	12
TOTAL		0	5	13
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		14	22	23
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	15	54	94
CE-172	Cutlass	1	4	7
CE-172RG	Cutlass	0	3	13
CE-182	Skylane	7	21	41
CE-122	Turbo Skylane	0	1	1
CE-182RG	Skylane RG	3	7	13
CE-182RG	Turbo Skylane RG	0	7	7
CE-185	Skywagon	1	8	14
CE-U206	Stationair 6	1	16	24
CE-TU206	Turbo Stationair 6	4	10	15
CE-208	Stationair 8	1	5	8
CE-TU208	Turbo Stationair 8	0	0	1
CE-210	Centurion	4	12	17
CE-T210	Turbo Centurion	6	23	27
CE-P210	Pressurized Centurion	1	8	22
CE-188	AgHusky	0	1	2
CE-188	AgTruck	2	3	4
• Multi-Engine				
CE-303	Crusader	0	10	18
CE-335		0	0	0
CE-340		1	6	7
CE-402		0	3	7
CE-404	Titan	0	0	0
CE-414	Chancellor	3	8	10
CE-421	Golden Eagle	0	2	
CE-425	Conquest I	4	7	
CE-441	Conquest II	0	2	1
CE-500	Citation I	0	0	2
CE-550	Citation II	6	12	22
CE-650	Citation III	5	13	20
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	2	2
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	1	3	4
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		81	273	460
Manufacturers net billing - $51,692,581				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	0	1	3
AD-My.50	Falcon	1	6	6
TOTAL		1	7	10
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		0	3	4
DHC-7		0	5	7
TOTAL		0	8	11
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	2	5	9
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	1	5	10
EMB-712	Tupi (PA-28-181 Archer II)	1	2	3
EMB-720	Minuano (PA-32-310 Saratoga)	1	3	4
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	3	3
• Multi-Engine				
EMB-110	Bandeirante	0	4	13
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	2	9	15
EMB-820	Chieftain	0	1	1
TOTAL		8	32	66
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		1	2	7
Merlin IV-C		1	2	3
Metro III		1	4	16
Expediter		0	0	5
TOTAL		3	8	31
Manufacturers net billing - $5,078,000				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		0	0	8
LR-36A		0	0	0
LR-55		2	5	16
TOTAL		2	5	26
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-1159A	Gulfstream III	1	11	20
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	0	1	10
AE-980		0	0	0
AE-1000		0	1	4
TOTAL		1	13	35
Manufacturers net billing - $11,076,000				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	0	1	9
TOTAL		0	3	17

		April 84	Cal. Year	Fisc. Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		3	6	15
LA-250	Renegade	1	2	3
TOTAL		4	8	18
Manufacturers net billing - $480,605				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		3	3	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	1	3
M-6-235		1	2	2
TOTAL		4	6	9
Manufacturers net billing - $172,700				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	1	6	8
TOTAL		1	6	8
Manufacturers net billing - $50,877				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		0	7*	15*
TOTAL		0	7	17
* MAI delivered four Diamonds in March.				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	9	27	47
M-20K	231	4	16	44
TOTAL		13	43	91
(Exports: 1 231 to Switzerland)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	10	36	73
PA-28-181	Archer II	10	41	65
PA-28-236	Dakota	2	9	16
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	2	12	20
PA-32-301	Saratoga	1	5	8
PA-32-301T	Turbo Saratoga	1	1	3
PA-32R-301	Saratoga SP	1	4	17
PA-32R-301T	Turbo Saratoga SP	6	10	19
PA-46-310P	Malibu	6	24	34
PA-36-375	Pawnee Brave	0	0	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	0
PA-31-325	Navajo C/R	2	2	3
PA-31-350	Chieftain	2	10	18
PA-31P-350	Mojave	0	10	20
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	1	2	5
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	0	1	6
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	1	6	9
PA-34-220T	Seneca III	11	28	56
PA-44-180	Seminole	0	2	2
PA-44-180T	Turbo Seminole	5	6	6
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	1	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	4	4	4
PA-700P	Aerostar	1	4	5
PA-T1020		0	0	7
PA-T1040		0	1	2
TOTAL		67	219	410
Manufacturers net billing - $12,647,200				
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	2	2
SD-3-60		0	11	20
TOTAL		0	14	23
SINGLE-ENGINE		146	509	884
MULTI-ENGINE		79	310	641
GRAND-TOTAL		225	819	1,525

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	April			Calendar Year			Fiscal Year to Date †		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	36	40	58	146	121	255	240	223	533
British Aerospace	4	1	2	12	6	8	26	13	18
Britten-Norman	0	1	2	4	2	10	14	8	18
Canadair	0	*	*	5	*	*	13	*	*
Cessna	81	104	170	273	410	896	460	747	1,822
Dassault	1	3	2	7	10	26	10	31	43
DeHavilland	0	*	*	8	*	*	11	*	*
Embraer	8(2)	4(0)	25(7)	32(9)	29(9)	78(25)	66(29)	62(23)	126(32)
Fairchild	3	0	0	8	4	18	31	23	54
Gates	2	3	5	5	10	31	26	38	75
Gulfstream	1	3	14	13	19	29	35	50	73
Israel	0	0	4	3	2	14	17	2	23
Lake	4	3	0	8	9	3	18	17	13
Maule	4	5	4	6	13	13	9	22	20
Maule Air Inc.	1	*	*	6	*	*	8	*	*
Mitsubishi	0	3	0	7	14	5	17	36	17
Mooney	13	11	15	43	43	74	91	94	146
Piper	67	60	121	219	252	433	410	519	902
Short	0	2	0	14	6	0	23	9	5
TOTAL	225	239	404	819	931	1,842	1,525	1,856	3,800

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.

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ENGEN FORMING TASK FORCE TO ADDRESS AIRCRAFT FUELING RESPONSIBILITY

FAA Administrator Donald Engen said he is forming a task force to address the issue of responsibility for aircraft fueling and said the agency plans a response by July 1 to a series of National Transportation Safety Board recommendations for improving safety at airports.

Engen, addressing the annual convention of the American Association of Airport Executives in Indianapolis last week, said the matter of aviation fueling "seems to be one of those areas where no one wants responsibility—or at least not the total responsibility." Engen said FAA attorneys believe the agency has authority to certificate or license aviation fuel handlers and "is obligated to take positive action to assure safety in this area."

There are potential regulatory, non-regulatory and "perhaps even self-regulatory solutions" to the problem of insuring safety of fueling operations, Engen said. The task force being formed, which will include a wide cross section of the industry including airport operators, pilots, oil companies and aviation trade groups, will be charged with developing aviation fuel handling standards and practices that will assure maximum safety. In addition, Engen said it will "define the respective roles and responsibilities of the various aviation elements in assuring adherence to these standards and practices and provide me in a timely manner with an industry-wide position on this matter and a set of recommendations."

Engen said FAA already has met with a core group of industry representatives "and the consensus was that we should not lay the majority responsibility for fuel dispensation on the shoulders of the airport operators simply because they are the primary landlords. We all need to accept a fair share of the responsibility, and working together, we can come up with a solution without unjustifiably burdening any one element."

Major Revision Of Part 139 Planned

In addition to the NTSB recommendations for improved airport safety, Engen noted FAA has been working on its own update of Part 139 standards for some time. He said new FAA proposals will deal with crash/fire/rescue (CFR) requirements at smaller airports, upgrading firefighter training and maintenance of access roads for CFR vehicles. Others will cover new requirements for marking and lighting taxiways, better ways to manage bird hazards and provisions for water rescue. Still others will clarify requirements for snow removal plans and runway safety areas.

Engen indicated he probably will not go along with revisions relaxing CFR requirements at smaller airports as the AAAE and Airport Operators Council International have advocated. "I must tell you that I have some serious reservations about this approach, especially the proposal to drop the three-minute response time," he said, although "I can appreciate the economic arguments of such actions." Engen said he has directed FAA to have a proposed rulemaking ready for publication in the *Federal Register* by Sept. 1 on airport certification changes.

Citing several recent accidents involving ground control at airports, Engen said that FAA expects to issue requests for proposals in September for 23 advanced technology airport surface detection equipment systems called ASDE-3 to replace equipment at 12 airports, with the rest going to new locations. "This will give us coverage at airports where we need it most because of passenger volume, operational consider-

(Continued on the following page)

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AIRPORT AND AIRWAY TRUST FUND
Status as of March 31, 1984

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	5,254,100,397.50	4,787,453,189.49
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund) :		
Any liquid fuel except gas	3,333,000.00	28,401,721.00
Tires used on aircraft	0.00	275,000.00
Tubes used on aircraft	0.00	31,000.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	1,346,000.00
2. Non-commercial 9 cents tax	2,375,000.00	14,919,142.00
3. Non-commercial 5 cents tax	792,000.00	4,974,714.00
4. Transp by air,seats,berths,etc.	171,427,000.00	997,116,048.00
Use of international trav fac	6,383,000.00	35,820,532.00
Transp of property and cargo	11,023,000.00	53,017,006.00
Total Tax Receipts	195,558,000.00	1,135,901,163.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	-346,386.00
2. Any liquid fuel except gas	0.00	-374,949.00
3. Gasoline -Retailer's tax	-145,000.00	-145,703.00
Total Reimburse for Tax Refunds	-145,000.00	-867,038.00
Net Tax Receipts	195,413,000.00	1,135,034,125.00
C. Interest on Investments	2,010,320.58	256,127,062.24
Net Receipts	197,423,320.58	1,391,161,187.24
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	-350.85	256,677,120.65
2. Grants-in-aid for airports	36,748,189.81	352,166,994.02
3. Facilities & equipment	19,687,027.01	127,987,417.88
4. Research engineering & development	13,771,042.57	60,232,759.64
B. NOAA weather services	0.00	0.00
C. Interest on Refund of Taxes	0.00	232,275.00
Total Expenditures	70,205,908.54	797,296,567.19
IV. BALANCE - END OF PERIOD	5,381,317,809.54	5,381,317,809.54

(Continued on the back of the following page)

TRUST FUND *(Cont.)*

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	622.69	
Operations	2,879.35	
Grants-in-aid for Airports	4,437,406.32	
Facilities & Equipment	6,812,836.46	
Research Engineering & Development	-909,935.28	
NOAA weather serivces	13,500,000.00	
		23,843,809.54
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS :		
10-3/4 maturing JUNE 30, 1984	5,161,916,000.00	
10-7/8 maturing JUNE 30, 1984	195,558,000.00	5,357,474,000.00
Total Assets		5,381,317,809.54
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		5,381,317,809.54
Total Liabilities and Equity		5,381,317,809.54

Treasury Department Chart

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CESSNA ANNOUNCES CONSOLIDATION OF WALLACE, PAWNEE DIVISIONS

Cessna Aircraft Company announced the consolidation of its Pawnee and Wallace Divisions into a single Aircraft Division last week. President Bill Van Sant said the current Pawnee and Wallace operations will be considered production facilities in the Aircraft Division of the company, rather than separate divisions. The consolidation program "is the first step in a long-range operating plan that has been under development for several months," Van Sant told employes, adding that "centralizing the management and selected processes of all our aircraft manufacturing operations will make Cessna a much more efficient and productive company."

The Pawnee Division in southeast Wichita manufactures Cessna's single-engine product line and the Crusader light twin and includes a production facility at Strother Field near Winfield, Kan. The Wallace Aircraft Division is located at Wichita's Mid-Continent Airport and produces twin-engine piston and turboprop models plus Cessna's line of Citation jets. The two divisions have been managed separately since the Wallace Division began operations in 1956.

Boettger Named To New Post

Van Sant will serve as interim general manager of the aircraft manufacturing operations until a new manager is named. The Wallace Division had been headed by Chuck Husick until he left the company to join Fairchild Aircraft Corp. *(BA, Jan. 9/9).* Bill Boettger, who had been senior vice president and general manager of the Pawnee division, has been named to the newly created position of senior vice president of new business development. Boettger had been general manager of Pawnee since 1974. In his new post he will continue to report to Van Sant and will be responsible for identifying and developing "new business opportunities that will utilize the resources of all operating divisions," including Fluid Power operations in Hutchinson, Kan. and the McCauley Accessory Division in Vandalia, Ohio.

A Cessna spokesman said the company does not anticipate any reduction in personnel as a result of the consolidation of the two manufacturing divisions. Benefits are expected to result from a more efficient use of personnel. Van Sant said the consolidation is designed to tie together long-range manufacturing and product plans which are now being developed. He also said the new product plan will "encompass exciting new aircraft products, as well as the development of products in other areas of our company."

Single-Engine Shutdown Extended

Cessna's current Wichita area employment (including Strother) is about 7,100. Another 650 workers have been laid off since April when Cessna suspended single-engine production due to "continuing depressed piston aircraft sales activity" *(BA, March 5/74).* Suspension of single-engine production was scheduled to last three months, but the company confirmed last week that the shutdown has been extended through at least July 30.

Consolidation of the Pawnee and Wallace Divisions comes only five months after a major management reorganization at the Wallace Division in January *(BA, Jan. 23/28).* At that time Bruce E. Peterman was named to the new post of corporate vice president of product engineering and planning and a number of other persons at Wallace were moved to new or upgraded posts.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – MAY UNIT SHIPMENTS

		May 84	Cal. Year	Fisc.* Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	1	2	2
BE-F33A	Bonanza	0	9	12
BE-V35B	Bonanza	2	4	4
BE-A36	Bonanza	5	44	63
BE-B36TC	Bonanza	3	24	40
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	0	2	2
BE-58	Baron	5	21	31
BE-58TC	Baron	0	0	1
BE-58P	Baron	3	11	13
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	1	5	13
BE-C90-1	King Air	3	9	11
BE-F90-1	King Air	2	6	13
BE-B100	King Air	0	0	0
BE-200	Super King Air	0	16	31
BE-200C	Super King Air	5	5	6
BE-300	Super King Air	0	1	1
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	1	9	9
TOTAL		31	177	271
Manufacturers net billing - $22,542,487				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	3	8	11
HS-748		0	0	3
BAe 146-100		0	1	4
BAe 146-200		0	1	2
[illegible]	Model A	1	2	4
HS-125	Model B	0	3	5
HS-125-800	Model A	0	1	1
HS-125-800	Model B	0	0	0
TOTAL		4	16	30
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	0	1	4
BN-2T	Islander	1	3	9
Mark III	Trislander	0	1	2
TOTAL		1	5	15
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	1	2	2
CL-601	Challenger	3	7	15
TOTAL		4	9	17
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	22	23
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	7	61	101
CE-172	Cutlass	0	4	7
CE-172RG	Cutlass	0	3	13
CE-182	Skylane	8	29	49
CE-122	Turbo Skylane	1	2	2
CE-182RG	Skylane RG	0	7	13
CE-182RG	Turbo Skylane RG	0	7	7
CE-185	Skywagon	1	9	15
CE-U206	Stationair 6	5	21	29
CE-TU206	Turbo Stationair 6	5	15	20
CE-208	Stationair 8	0	5	8
CE-TU208	Turbo Stationair 8	0	0	1
CE-210	Centurion	2	14	19
CE-T210	Turbo Centurion	6	29	33
CE-P210	Pressurized Centurion	1	9	23
CE-188	AgHusky	0	1	2
CE-188	AgTruck	2	5	6
• Multi-Engine				
CE-303	Crusader	2	12	20
CE-335		0	0	0
CE-340		0	6	7
CE-402		0	3	7
CE-404	Titan	0	0	0
CE-414	Chancellor	0	8	10
CE-421	Golden Eagle	0	2	3
CE-425	Conquest I	1	8	16
CE-441	Conquest II	0	2	12
CE-500	Citation I	2	2	4
CE-550	Citation II	5	17	27
CE-650	Citation III	5	18	25
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	2	2
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	0	3	4
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		53	326	513
Manufacturers net billing - $49,440,152				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	2	3	5
AD-My.50	Falcon	1	7	7
TOTAL		3	10	13
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		2	5	6
DHC-7		0	5	7
TOTAL		2	10	13
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	2	7	11
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	0	5	10
EMB-712	Tupi (PA-28-181 Archer II)	0	2	3
EMB-720	Minuano (PA-32-310 Saratoga)	1	4	5
EMB-721	Sertanejo(PA-32R-301 Saratoga)	1	4	4
• Multi-Engine				
EMB-110	Bandeirante	0	4	13
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	3	12	18
EMB-820	Chieftain	0	1	1
TOTAL		7	39	73
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	7
Fairchild 300		1	1	1
Merlin IV-C		0	2	3
Metro III		0	4	16
Expediter		0	0	5
TOTAL		1	9	32
Manufacturers net billing - $1,520,000				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		1	1	9
LR-36A		0	0	0
LR-55		2	7	18
TOTAL		3	8	29
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-1159A	Gulfstream III	4	15	24
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	1	2	11
AE-980		0	0	0
AE-1000		1	2	5
TOTAL		6	19	41
Manufacturers net billing - $51,802,000				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	0	1	9
TOTAL		0	3	17

		May 84	Cal. Year	Fisc.* Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		2	8	17
LA-250	Renegade	2	4	5
TOTAL		4	12	22
Manufacturers net billing - $581,000				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		4	7	7
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	1	3
M-6-235		2	4	4
TOTAL		6	12	15
Manufacturers net billing - $214,869				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	1	7	9
TOTAL		1	7	9
Manufacturers net billing - $49,584				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		0	7	15
TOTAL		0	7	17
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	4	31	51
M-20K	231	2	18	46
TOTAL		6	49	97
(Exports: 1 231 to Bolivia)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	10	46	83
PA-28-181	Archer II	3	44	68
PA-28-236	Dakota	1	10	17
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	1	13	21
PA-32-301	Saratoga	2	7	10
PA-32-301T	Turbo Saratoga	2	3	5
PA-32R-301	Saratoga SP	3	7	20
PA-32R-301T	Turbo Saratoga SP	3	13	22
PA-46-310P	Malibu	9	33	43
PA-36-375	Pawnee Brave	0	0	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	1	1
PA-31-325	Navajo C/R	2	4	5
PA-31-350	Chieftain	3	13	21
PA-31P-350	Mojave	2	12	22
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	2	5
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	0	1	6
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	2	8	11
PA-34-220T	Seneca III	8	36	64
PA-44-180	Seminole	1	3	3
PA-44-180T	Turbo Seminole	0	6	6
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	1	5	5
PA-700P	Aerostar	1	5	6
PA-T1020		0	0	7
PA-T1040		1	2	3
TOTAL		56	275	466
Manufacturers net billing - $13,530,700				
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	2	2
SD-3-60		2	13	22
TOTAL		2	16	25
SINGLE-ENGINE		104	613	988
MULTI-ENGINE		86	396	727
GRAND-TOTAL		190	1,009	1,715

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	May			Calendar Year			Fiscal Year to Date *		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	31	33	43	177	154	298	271	256	576
British Aerospace	4	1	2	16	7	10	30	14	20
Britten-Norman	1	3	0	5	5	10	15	11	18
Canadair	4	**	**	10	**	**	17	**	**
Cessna	53	109	199	326	518	1,095	513	855	2,021
Dassault	3	1	4	10	18	30	13	39	47
DeHavilland	2	**	**	10	**	**	13	**	**
Embraer	7(2)	8(2)	15(7)	39(11)	37(11)	93(32)	73(31)	70(25)	141(59)
Fairchild	1	1	3	9	5	21	32	24	57
Gates	3	1	7	8	11	38	29	39	82
Gulfstream	6	4	8	19	23	37	41	54	81
Israel	0	**	2	3	2	16	17	2	25
Lake	4	2	2	12	11	5	22	19	15
Maule	6	7	4	2	20	17	15	29	24
Maule Air Inc.	1	**	**	7	**	**	9	**	**
Mitsubishi	0	1	0	7	15	5	17	37	17
Mooney	6	15	15	49	58	89	97	109	161
Piper	56	52	92	275	304	525	466	571	994
Short	2	2	5	16	8	7	25	11	10
TOTAL	190	240	401	1,000	1,196	2,296	1,715	2,140	4,211

Parentheses show actual Embraer deliveries, not including aircraft kits.
* Fiscal year October 1 - September 30.
** Figures not available.

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AIRSPACE USERS SUGGEST WAYS TO RELIEVE SYSTEM CONGESTION

Representatives of airline, general aviation and Defense Department aviation user groups have presented Federal Aviation Administration officials with a number of proposals for both short- and long-term actions to relieve increasing congestion and delays in the nation's air traffic control system. Proposals were developed during three days of meetings last week that involved about 40 persons.

The "think-tank" group was established by FAA Administrator Donald Engen last month *(BA, June 25/203).* FAA said Friday it is still reviewing the proposals, but noted that participants "agree that some immediate corrective actions are desirable." Proposals suggested include: permitting more aircraft in holding patterns near destination airports; revising airline schedules to alleviate congestion attributable to hub and spoke operations; stricter enforcement of hourly quotas at the most heavily congested airports; increasing the number of controllers; modification of flow control procedures; establishment of additional en route control sectors within ATC facilities; and, reductions in spacing requirements between aircraft, both en route and in terminal areas.

One participant in the sessions told *BA* there were a wide range of suggestions, but no revolutionary ideas that would quickly resolve the current situation. He said FAA officials appear to be sincere in wanting to do something to reduce delays, but indicated that any changes will likely come in a series of small steps rather than in a major breakthrough. FAA is expected to review the "think-tank" suggestions for about 30 days before reconvening the group.

WESTCHESTER AUCTION DELAYED BY AIR FLORIDA BANKRUPTCY FILING

Plans by Westchester County officials to auction off terminal space at the Westchester County Airport in White Plains, N.Y. have been delayed indefinitely as a result of Air Florida's bankruptcy filing on July 3. County officials originally wanted interested carriers to submit bids for terminal space by Aug. 1 but they have now been advised by their attorneys to suspend that process. Problem involves an affiliate company of the bankrupt airline, Air Florida Systems. That firm is continuing to provide ground handling services at the White Plains airport and a Westchester County official said the key to the auction proceeding is the termination of all existing terminal leases at the airport. The lease with the Air Florida affiliate cannot be terminated because of a stay issued by the federal bankruptcy court.

The county last Wednesday sent a letter to Federal District Judge Edwin Weinfeld, who handled Midway Airline's original suit against the airport that resulted in adoption of the auction plan *(BA, May 21/161).* The county told Weinfeld it wants to proceed with the auction, but cannot, because of the stay issued by the bankruptcy court, and asked Weinfeld for instructions on how to proceed. If approved by Weinfeld, the county may ask the bankruptcy court to modify its original stay in order to permit it to terminate the lease with Air Florida Systems and proceed with the auction.

LEARJET FORMS HIGH TECH DIVISION AS PART OF DIVERSIFICATION PLAN

Gates Learjet Corp. is forming a new high technology division as part of the company's efforts to diversify into the defense and space industries. The new division, to be called the Gates Learjet Aerospace

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY -- JUNE UNIT SHIPMENTS

		June 84	Cal. Year	Fisc. Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	0	2	2
BE-F33A	Bonanza	6	15	18
BE-V35B	Bonanza	0	4	4
BE-A36	Bonanza	12	56	75
BE-B36TC	Bonanza	2	26	42
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	0	2	2
BE-58	Baron	6	27	37
BE-58TC	Baron	0	0	1
BE-58P	Baron	3	14	16
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	1	6	14
BE-C90-1	King Air	4	13	15
BE-F90-1	King Air	3	9	16
BE-B100	King Air	0	0	0
BE-200	Super King Air	2	18	33
BE-200C	Super King Air	0	0	1
BE-300	Super King Air	2	3	3
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	3	12	12
TOTAL		44	216	310
Manufacturers net billing - $22,839,785				
* 5 military deliveries of BE-200Cs have been subtracted				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	3	11	14
HS-748		0	0	3
BAe 146-100		0	1	4
BAe 146-200		2	3	4
HS-125-700	Model A	0	2	4
HS-125-700	Model B	1	4	6
HS-125-800	Model A	1	2	2
HS-125-800	Model B	1	1	1
TOTAL		8	24	38
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	1	2	5
BN-2T	Islander	0	3	9
Mark III	Trislander	0	1	2
TOTAL		1	6	16
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	*	2	2
CL-601	Challenger	*	7	15
TOTAL		*	9	17
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	22	23
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	3	64	104
CE-172	Cutlass	1	5	8
CE-172RG	Cutlass	0	3	13
CE-182	Skylane	8	37	57
CE-182	Turbo Skylane	1	3	3
CE-182RG	Skylane RG	1	8	14
CE-182RG	Turbo Skylane RG	0	7	7
CE-185	Skywagon	0	9	15
CE-U206	Stationair 6	4	25	33
CE-TU206	Turbo Stationair 6	4	19	24
CE-207	Stationair 8	3	8	11
CE-TU207	Turbo Stationair 8	0	0	1
CE-210	Centurion	1	15	20
CE-T210	Turbo Centurion	4	33	37
CE-P210	Pressurized Centurion	1	10	24
CE-188	AgHusky	0	1	2
CE-188	AgTruck	0	5	6
• Multi-Engine				
CE-303	Crusader	7	19	27
CE-335		0	0	0
CE-340		1	7	8
CE-402		0	3	7
CE-404	Titan	0	0	0
CE-414	Chancellor	1	9	11
CE-421	Golden Eagle	0	2	3
CE-425	Conquest I	0	8	16
CE-441	Conquest II	0	2	12
CE-500	Citation I	0	2	4
CE-550	Citation II	1	18	28
CE-650	Citation III	6	24	31

		June 84	Cal. Year	Fisc. Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	2	2
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	0	3	4
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		47	373	560
Manufacturers net billing - $36,420,858				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	1	4	6
AD-My.50	Falcon	2	9	9
TOTAL		3	13	16
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		2	7	8
DHC-7		2	7	9
TOTAL		4	14	17
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	1	8	12
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	2	7	12
EMB-712	Tupi (PA-28-181 Archer II)	1	3	4
EMB-720	Minuano (PA-32-310 Saratoga)	1	5	6
EMB-721	Sertanejo (PA-32R-301 Saratoga)	1	5	5
• Multi-Engine				
EMB-110	Bandeirante	0	4	13
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	3	15	21
EMB-820	Chieftain	0	1	1
TOTAL		9	48	82
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	7
Fairchild 300		0	1	1
Merlin IV-C		0	2	3
Metro III		1	5	17
Expediter		0	0	5
TOTAL		1	10	33
Manufacturers net billing - $1,961,000				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		1	2	10
LR-36A		1	1	1
LR-55		1	8	19
TOTAL		3	11	32
(Exports: 1 LR-35A to United Kingdom)				
GULFSTREAM AEROSPACE				
• Multi-Engine				
GR-1159A	Gulfstream III	4	19	28
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	2	4	13
AE-980		0	0	0
AE-1000		0	2	5
TOTAL		6	25	47
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	1	2	10
TOTAL		1	4	18

		June 84	Cal. Year	Fisc. Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		2	10	19
LA-250	Renegade	2	6	7
TOTAL		4	16	26
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		4	11	11
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	1	3
M-6-235		0	4	4
TOTAL		4	16	19
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	3	10	12
TOTAL		3	10	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		3	10	18
TOTAL		3	10	20
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	4	35	55
M-20K	231	5	23	51
TOTAL		9	58	106
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	11	57	94
PA-28-181	Archer II	11	55	79
PA-28-236	Dakota	5	15	22
PA-28RT-201	Arrov IV	0	0	0
PA-28RT-201T	Turbo Arrov IV	0	13	21
PA-32-301	Saratoga	3	10	13
PA-32-301T	Turbo Saratoga	0	3	5
PA-32R-301	Saratoga SP	4	11	24
PA-32R-301T	Turbo Saratoga SP	1	14	23
PA-46-310P	Malibu	11	44	54
• Multi-Engine				
PA-31-310	Navajo	1	2	2
PA-31-325	Navajo C/R	0	4	5
PA-31-350	Chieftain	0	13	21
PA-31P-350	Mojave	0	12	22
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	1	3	6
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	1	2	7
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	1	9	12
PA-34-220T	Seneca III	10	46	74
PA-44-180	Seminole	0	3	3
PA-44-180T	Turbo Seminole	1	7	7
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	0	5	5
PA-700P	Aerostar	0	5	6
PA-T1020		0	0	7
PA-T1040		0	2	3
TOTAL		61	336	527
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		1	3	3
SD-3-60		3	16	25
TOTAL		4	20	29
SINGLE-ENGINE		123	736	1,111
MULTI-ENGINE		92	483	814
GRAND-TOTAL		215	1,219	1,925

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	June			Calendar Year to Date			Fiscal Year to Date		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	44	56	44	216	210	342	310	312	620
British Aerospace	8	0	2	24	7	12	38	14	22
Britten-Norman	1	1	1	6	6	11	16	12	19
Canadair	*	*	*	9	*	*	17	*	*
Cessna	47	107	197	373	625	1,292	560	963	2,218
Dassault	3	6	4	13	18	34	16	39	51
de Havilland	4	*	*	14	7	*	17	15	*
Embraer	9(1)	4(2)	15(5)	48(12)	41(13)	108(32)	82(32)	74(27)	156(49)
Fairchild	1	2	4	10	7	25	33	26	61
Gates	3	6	17	11	17	55	32	45	99
Gulfstream	6	5	6	25	27	43	47	58	87
Israel	1	1	2	4	4	18	18	4	27
Lake	4	2	2	16	13	7	26	21	17
Maule	4	3	6	16	23	23	19	32	30
Maule Air Inc.	3	*	*	10	*	*	12	*	*
Mitsubishi	3	3	3	10	18	8	20	40	20
Mooney	9	11	10	58	69	99	106	120	171
Piper	61	52	62	336	356	587	527	623	1,056
Short	4	3	3	20	17	10	29	20	13
TOTAL	215	262	378	1,219	1,466	2,676	1,925	2,419	4,676

Parentheses show actual Embraer deliveries, not including aircraft kits.
* Figures not available.
** Fiscal year October 1 - September 30.

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FINAL MEETING ON NEW FLIGHT TIME RULE SET FOR SEPTEMBER

Federal Aviation Administration will give the industry one final chance in September to argue for or against new flight time limits for Part 121 and 135 commercial pilots before the agency writes and implements a final regulation. A notice of proposed rule making was published in late March after months of meetings between FAA and industry interest group representatives and FAA is now reviewing comments generated by that NPRM *(BA, April 2/107)*. Officials told *BA* last week they have set aside Sept. 11-13 for parties to make their final arguments in a public meeting before implementation of a new standard of flight time limits.

An FAA official who has been involved in drafting a new flight time standard said most questions have been resolved, with only a few "clear cut issues" remaining. -Union representatives have objected to provisions in the NPRM that would permit carriers to schedule pilots for as many as nine hours of flight time during the same duty period, arguing instead for an eight-hour standard. They also oppose provisions permitting the normal nine-hour scheduled rest period to slip to 7.5 hours under some circumstances *(BA, Feb. 20/58)*. FAA officials believe they will have a final rule written this fall, but final publication and implementation could be delayed until late in the year while the measure is reviewed by Transportation Department and Office of Management and Budget officials.

FAA REVOKES RACO HELICOPTER'S OPERATING CERTIFICATE

Federal Aviation Administration has revoked Raco Helicopter Corporation's air carrier operating certificate for violations of various Federal Aviation Regulations (FARs). A Raco Aerospatiale AS350 on an air taxi flight from Atlantic City, N.J. to Garden City, N.Y. crashed June 19 off the coast of Island Beach Park Beach in N.J. All three aboard were killed, including the pilot. FAA said the AS350 was not listed on Raco's operations specifications and the pilot had not satisfied crewmember testing and training requirements for Part 135. "In addition, Raco refused to make its pilot records and Part 135 records available for inspection," FAA said. Raco is based at Monmouth County Airport in Farmingdale, N.J. and has one helicopter—a Bell 206—listed on its operations specifications. The emergency order of revocation was issued by FAA's Eastern Regional Counsel's office on July 13.

FAR PART 23 REVIEW WILL CONSIDER OVER 400 PROPOSALS

Federal Aviation Administration has scheduled a week-long review of FAR Part 23 in October where officials expect to discuss more than 400 proposals to modify, delete or adopt new design and manufacturing standards for small aircraft. Review will be held Oct. 22-26 at the Sheraton St. Louis Hotel in St. Louis, Mo. and will include an estimated 300-400 representatives of the general aviation industry, FAA and foreign airworthiness authorities *(see meeting details on back of Page 38)*.

Initial notice of the review was published early last year *(BA, Feb. 7, 1983/42)* and FAA officials said they received some 560 individual proposals for changes to the existing Part 23 regulations. Officials told *BA* last week they expect to winnow that total down to something over 400 separate items before a conference agenda and listing of proposals is printed late this summer. Part 23 is a recodification of the old

(Continued on the following page)

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STATUS OF AIRPORT AND AIRWAY TRUST FUND
May 31, 1984

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	5,484,668,905.71	4,787,453,189.49
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund) :		
Any liquid fuel except gas	4,681,968.00	39,982,689.00
Tires used on aircraft	0.00	275,000.00
Tubes used on aircraft	0.00	31,000.00
Gasoline		
1. Commercial 9 cents tax	217,000.00	1,794,000.00
2. Non-commercial 9 cents tax	-280,348.00	17,127,794.00
3. Non-commercial 5 cents tax	-94,116.00	6,162,598.00
4. Transp by air,seats,berths,etc.	170,571,331.00	1,338,764,379.00
Use of international trav fac	5,729,995.00	47,950,527.00
Transp of property and cargo	16,386,412.00	80,485,418.00
Total Tax Receipts	197,211,242.00	1,532,573,405.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	121,703.00	468,089.00
2. Any liquid fuel except gas	242,468.00	617,417.00
3. Gasoline -Retailer's tax	0.00	436,703.00
Total Reimburse for Tax Refunds	364,171.00	1,522,209.00
Net Tax Receipts	196,847,071.00	1,531,051,196.00
C. Interest on Investments	3,783,759.30	262,381,617.19
Net Receipts	200,630,830.30	1,793,432,813.19
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	-225.60	256,676,645.05
2. Grants-in-aid for airports	35,276,350.20	438,132,955.97
3. Facilities & equipment	21,770,794.85	172,260,340.71
4. Research engineering & development	13,186,245.53	86,068,832.15
B. NOAA weather services	-545.64	12,447,837.13
C. Interest on Refund of Taxes	64,066.00	296,341.00
Total Expenditures	70,296,685.34	965,882,952.01
IV. BALANCE - END OF PERIOD	5,615,003,050.67	5,615,003,050.67

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	182.64	
Operations	3,354.95	
Grants-in-aid for Airports	6,962,444.37	
Facilities & Equipment	2,287,913.63	
Research Engineering & Development	2,944,992.21	
NOAA weather services	1,052,162.87	
		13,251,050.67
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS :		
10-3/4% maturing JUNE 30, 1984	4,995,684,000.00	
10-7/8% maturing JUNE 30, 1984	395,020,000.00	
11 % maturing JUNE 30, 1984	211,048,000.00	5,601,752,000.00
Total Assets		5,615,003,050.67
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		5,615,003,050.67
Total Liabilities and Equity		5,615,003,050.67

Treasury Department Chart

C9700

THE WEEKLY OF BUSINESS AVIATION

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IAM MEMBERS STRIKING AT BEECH PLANTS IN KANSAS, COLORADO

International Association of Machinists and Aerospace Workers went on strike at four Beech Aircraft plants in Kansas and Colorado at 12:01 a.m. Aug. 6 after the union and company failed to reach agreement on a new three-year agreement. Despite the depressed state of the general aviation industry, there were indications the union is prepared for a lengthy strike.

The last company offer included no wage increase in the first year of a new contract, but increases of three percent in both the second and third years. In addition, Beech is seeking a change in the cost of living adjustment (COLA) provisions. Under the contract that just expired, there was no floor or ceiling on COLAs, which resulted in salary adjustments for every three-tenths percent change in the cost of living (COL) index. Under Beech's new proposal, there would be no cost of living wage adjustment until the COL index had increased at least five percent in a single year. That offer has particularly upset union members, who point out that if inflation went up four to 4.5 percent each year of the contract the COL index could climb 12-13.5 percent during the three-year period and not result in any salary adjustments. Union members also charge that pay scales at Beech are $1 to $1.25 per hour less than at other area aircraft manufacturers such as Boeing and Cessna, where the IAM recently signed a new three-year contract *(BA, July 23/26)*.

The union represents a bargaining unit of 2,900 to 3,200 employes. Beech would not identify employment levels at the four plants affected, saying only that total company employment, including subsidiaries is 9,300. The company also would not provide any figures on how many employes are crossing picket lines or what impact the strike is having on production. Union officials told *BA* that "production is at a virtual standstill." Beech consolidated its three-shift schedule into a single daytime shift, but officials said the former second shift—primarily on the Model 1900 and King Air lines—was small and the third shift was primarily maintenance.

JUSTICE ADVOCATES BUY/SELL FOR ALL SLOTS AT CONGESTED AIRPORTS

Justice Department, responding to an FAA proposal to permit the limited sale of airline slots at four congested airports, said that all slots at those facilities—including those currently reserved for commuter and general aviation—should be put in a common pool and sold to the highest bidders. Relying heavily on the economic theory that unrestricted sale will result in the slots going to the carriers that can use them most productively, Justice said distinction between different classes of operators is unnecessary "because only the market can establish the most efficient mix of operations." In addition, Justice would permit non-aviation entities—such as banks—to purchase slots for resale to airlines and other aircraft operators. General aviation interests previously opposed FAA's proposal for sale of airline slots at the four airports—Kennedy and La Guardia in New York, Chicago O'Hare and Washington National—and are sure to oppose the Justice position.

BLECK OUT AT PIPER; LAST LOCK HAVEN AIRPLANE ROLLS OUT

Max E. Bleck, a member of Piper Aircraft's top management team since 1975, has left the company. A spokesman for Piper's parent company, Lear Siegler Inc., confirmed that Bleck submitted his resignation, effective Aug. 3. After serving in a number of top posts at Cessna Aircraft, Bleck joined Piper in 1975 as

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – JULY UNIT SHIPMENTS

		July 84	Cal. Year	Fisc. Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	0	2	2
BE-F33A	Bonanza	1	16	19
BE-V35B	Bonanza	0	4	4
BE-A36	Bonanza	8	64	83
BE-B36TC	Bonanza	1	27	43
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	0	2	2
BE-58	Baron	4	31	41
BE-58TC	Baron	0	0	1
BE-58P	Baron	3	17	19
BE-76	Duchess	0	0	1
BE-880	Duke	0	0	0
BE-C99	Airliner	2	8	16
BE-C90-1	King Air	2	15	17
BE-F90-1	King Air	1	10	17
BE-B100	King Air	0	0	0
BE-200	Super King Air	2	20	35
BE-200C	Super King Air	0	0	1
BE-300	Super King Air	5	8	8
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	2	14	14
TOTAL		31	247	341
Manufacturers net billing - $29,387,260				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	2	13	16
HS-748		1	1	4
BAe 146-100		0	1	4
BAe 146-200		2	5	6
HS-125-700	Model A	0	2	4
HS-125-700	Model B	0	4	6
HS-125-800	Model A	0	2	2
HS-125-800	Model B	0	1	1
TOTAL		5	29	43
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	2	4	7
BN-2T	Islander	0	3	9
Mark III	Trislander	0	1	2
TOTAL		2	8	18
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	2	2
CL-601	Challenger	2	12	20
TOTAL		2	14	22
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	22	23
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	6	70	110
CE-172	Cutlass	3	8	11
CE-172RG	Cutlass	3	6	16
CE-182	Skylane	1	38	58
CE-182	Turbo Skylane	0	3	3
CE-182RG	Skylane RG	3	11	17
CE-182RG	Turbo Skylane RG	2	9	9
CE-185	Skywagon	0	9	15
CE-U206	Stationair 6	2	27	35
CE-TU206	Turbo Stationair 6	0	19	24
CE-207	Stationair 8	5	13	16
CE-TU207	Turbo Stationair 8	0	0	1
CE-210	Centurion	2	17	22
CE-T210	Turbo Centurion	4	37	41
CE-P210	Pressurized Centurion	2	12	26
CE-188	AgHusky	0	1	2
CE-188	AgTruck	0	5	6
• Multi-Engine				
CE-303	Crusader	2	21	29
CE-335		0	0	0
CE-340		1	8	9
CE-402		0	3	7
CE-404	Titan	0	0	0
CE-414	Chancellor	1	10	12
CE-421	Golden Eagle	2	4	5
CE-425	Conquest I	1	9	17
CE-441	Conquest II	0	2	12
CE-500	Citation I	1	3	5
CE-550	Citation II	3	21	31
CE-650	Citation III	2	26	33

		July 84	Cal. Year	Fisc. Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	3	3
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	1	4	5
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		48	421	608
Manufacturers net billing - $28,081,135				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	*	0	0
AD-My.20	Falcon	*	0	1
AD-My.200	Falcon	*	4	6
AD-My.50	Falcon	*	9	9
TOTAL		*	13	16
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		0	7	8
DHC-7		1	8	10
TOTAL		1	15	18
(Exports: One DHC-7 to Indonesia)				
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	1	9	13
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	2	9	14
EMB-712	Tupi (PA-28-181 Archer II)	2	5	6
EMB-720	Minuano (PA-32-310 Saratoga)	0	5	6
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	5	5
• Multi-Engine				
EMB-110P1	Bandeirante	1	5	14
EMB-110P1A	Bandeirante	4	4	4
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	3	18	24
EMB-820	Chieftain	0	1	1
TOTAL		13	61	95
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	7
Fairchild 300		0	1	1
Merlin IV-C		0	2	3
Metro III		2	7	19
Expediter		0	0	5
TOTAL		2	12	35
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		0	2	10
LR-36A		0	1	1
LR-55		1	9	20
TOTAL		1	12	33
GULFSTREAM AEROSPACE				
• Multi-Engine				
GR-1159A	Gulfstream III	1	20	29
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	0	4	13
AE-980		0	0	0
AE-1000		0	2	5
TOTAL		1	26	48
Manufacturers net billing - $11,978,000				
(Exports: One G-III to Switzerland)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	2	4	12
TOTAL		2	6	20

		July 84	Cal. Year	Fisc. Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		0	10	19
LA-250	Renegade	1	7	8
TOTAL		1	17	27
Manufacturers net billing - $190,156				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		3	14	14
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	1	3
M-6-235		0	4	4
TOTAL		3	19	22
Manufacturers net billing - $103,827				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	0	10	12
TOTAL		0	10	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		0	10	18
TOTAL		0	10	20
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	8	43	63
M-20K	231	5	28	56
TOTAL		13	71	119

		July 84	Cal. Year	Fisc. Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	7	64	101
PA-28-181	Archer II	4	59	83
PA-28-236	Dakota	4	19	26
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	1	14	22
PA-32-301	Saratoga	2	12	15
PA-32-301T	Turbo Saratoga	1	4	6
PA-32R-301	Saratoga SP	0	11	24
PA-32R-301T	Turbo Saratoga SP	1	15	24
PA-46-310P	Malibu	10	54	64
PA-31-310	Navajo	0	2	2
PA-31-325	Navajo C/R	0	4	5
PA-31-350	Chieftain	1	14	22
PA-31P-350	Mojave	0	12	22
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	3	6
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	0	2	7
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	0	9	12
PA-34-220T	Seneca III	6	52	80
PA-44-180	Seminole	0	3	3
PA-44-180T	Turbo Seminole	0	7	7
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	0	5	5
PA-700P	Aerostar	1	6	7
PA-T1020		0	0	7
PA-T1040		1	3	4
TOTAL		39	375	566
Manufacturers net billing - $6,239,563				
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-*	Skyvan	0	1	1
SD-3-30		0	3	3
SD-3-60		3	19	28
TOTAL		3	23	32
SINGLE-ENGINE		97	833	1,208
MULTI-ENGINE		70	556	887
GRAND-TOTAL		167	1,389	2,095

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	July			Calendar Year to Date			Fiscal Year to Date		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	31	28	25	247	238	367	341	340	645
British Aerospace	5	1	5	29	8	17	43	15	27
Britten-Norman	2	2	1	8	8	12	18	14	20
Canadair	2	*	*	14	*	*	22	*	*
Cessna	48	100	196	421	724	1,488	608	1,062	2,414
Dassault	*	*	5	13	18	39	16	39	56
De Havilland	1	2	*	15	9	*	18	17	*
Embraer	13(6)	5(0)	13(6)	61(18)	46(13)	121(38)	95(38)	79(27)	169(55)
Fairchild	2	*	4	12	7	29	35	26	65
Gates	1	2	4	12	19	59	33	47	103
Gulfstream	1	4	10	26	31	53	48	62	97
Israel	2	1	*	6	5	*	20	5	*
Lake	1	1	3	17	14	9	27	22	19
Maule	3	5	5	19	28	28	22	37	35
Maule Air Inc.	0	*	*	10	*	*	12	*	*
Mitsubishi	0	2	2	10	20	10	20	42	22
Mooney	13	10	16	71	79	115	119	130	187
Piper	39	45	55	375	401	642	566	668	1,111
Short	3	3	0	23	20	10	32	23	13
TOTAL	167	211	344	1,389	1,675	2,999	2,095	2,628	4,983

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available.

** Fiscal year October 1 - September 30.

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BLUE OUT, WALSH NAMED PRESIDENT IN BEECH MANAGEMENT SHAKEUP

After months of speculation and rumor, Raytheon Company announced last week that James S. Walsh is the new president and chief executive officer of its Beech Aircraft subsidiary. He replaces Linden S. Blue, who has resigned those posts plus his seats on the board of directors of Beech and Raytheon. Walsh, a veteran Raytheon executive who had been serving as general manager of Raytheon's Electromagnetic Systems Division, was brought in as senior executive vice president and chief operating officer at Beech in April *(BA, April 16/121)*. A Raytheon announcement at that time said Walsh would be "responsible for the day-to-day operations of the company," which triggered a series of rumors that Blue's days at Beech were numbered. Beech and Raytheon spokesmen repeatedly refused substantive comment on those reports prior to last Thursday's announcement *(see related article on Page 77)*.

Blue, 47, was named president of Beech just over two years ago by D. Brainerd Holmes, Beech chairman and Raytheon president. Blue previously had held senior management posts with Gates Learjet Corp. and Lear Fan. Ltd. *(BA, May 31, 1982/169)*.

AIRCRAFT INVOLVED IN MIDAIR WERE BEING TRACKED BY PALMDALE RADAR

The radar computer at FAA's Palmdale en route center received transponder signals from both aircraft involved in the Aug. 24 midair collision near San Luis Opispo, Calif., but the four air traffic controllers watching the screen at the time of the accident saw only the transponder code from one of the aircraft, a National Transportation Safety Board spokesman said.

A Wings West Beech 99 with 15 aboard and a Rockwell Commander 112 collided head-on at 3,200 feet shortly after the commuter departed San Luis Opispo Airport for San Francisco. The Wings West crew was in radio contact with Palmdale controllers—who acknowledged the identity and altitude of the commuter—before the accident. The Commander, owned by Aesthetech Corp., was operated by a licensed pilot and instructor and had departed nearby Paso Robles Municipal Airport. NTSB said the single-engine aircraft may have been practicing instrument approaches to the opposite end of the runway from which the commuter airliner had departed. All 17 people were killed.

The NTSB spokesman said it is "probable—but not conclusive—that the Rockwell (Commander) transponder code was showing on the (controller) screen" before the accident. Data from the radar computer at the Palmdale en route center indicated that it had received the Commander's transponder signal. However, none of the four controllers watching the screen at the time of the accident, including a controller being checked out on that sector, the controller checking him out, another controller and a supervisor, reported seeing the Commander's transponder code. The NTSB spokesman noted that VFR conditions prevailed at the time of the accident and it is the responsibility of pilots to see and avoid other aircraft.

NBAA PROPOSES VOLUNTARY PROGRAM TO HELP EASE ATC CONGESTION

National Business Aircraft Association has proposed a five-point voluntary program to help relieve airport and airway congestion. The program, outlined in a letter to FAA Administrator Donald Engen last week, is designated FASST (Fly Around Saturated Sectors and Terminals). Aim of the program is to en-

(Continued on the following page)

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STATUS OF AIRPORT & AIRWAY TRUST FUND
June 30, 1984

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	5,615,003,050.67	4,787,453,189.49
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund) :		
Any liquid fuel except gas	6,846,000.00	46,828,689.00
Tires used on aircraft	0.00	275,000.00
Tubes used on aircraft	0.00	31,000.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	2,019,000.00
2. Non-commercial 9 cents tax	2,470,000.00	19,597,794.00
3. Non-commercial 5 cents tax	823,000.00	6,985,598.00
4. Transp by air,seats,berths,etc.	196,064,000.00	1,534,828,379.00
Use of international trav fac	7,326,000.00	55,276,527.00
Transp of property and cargo	11,076,000.00	91,561,418.00
Total Tax Receipts	224,830,000.00	1,757,403,405.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	468,089.00
2. Any liquid fuel except gas	0.00	617,417.00
3. Gasoline -Retailer's tax	145,000.00	581,703.00
Total Reimburse for Tax Refunds	145,000.00	1,667,209.00
Net Tax Receipts	224,685,000.00	1,755,736,196.00
C. Interest on Investments	279,388,504.23	541,770,121.42
Net Receipts	504,073,504.23	2,297,506,317.42
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	-138.15	256,676,506.90
2. Grants-in-aid for airports	70,605,032.21	508,737,988.18
3. Facilities & equipment	20,826,715.05	193,087,055.76
4. Research engineering & development	18,085,855.83	104,154,687.98
B. NOAA weather service	7,885,008.43	20,332,845.56
C. Interest on Refund of Taxes	0.00	296,341.00
Total Expenditures	117,402,473.37	1,083,285,425.38
IV. BALANCE - END OF PERIOD	6,001,674,081.53	6,001,674,081.53

STATEMENT OF FINANCIAL CONDITION

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	686.87	
Operations	3,493.10	
Grants-in-aid for Airports	-23,136,587.84	
Facilities & Equipment	1,550,198.58	
Research Engineering & Development	-3,808,863.62	
NOAA weather service	-82,845.56	
		-25,473,918.47
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS :		
11-1/8% maturing June 30, 1985	6,027,148,000.00	6,027,148,000.00
Total Assets		6,001,674,081.53
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		6,001,674,081.53
Total Liabilities and Equity		6,001,674,081.53

Treasury Department Chart

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THE WEEKLY OF
BUSINESS AVIATION

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AOPA FILES SUIT TO OVERTURN CURFEW AT SAN DIEGO AIRPORT

Aircraft Owners and Pilots Association last Thursday filed suit in federal district court in San Diego seeking to have an 11:00 p.m. to 6:30 a.m. curfew at Montgomery Field in San Diego declared unconstitutional. The suit, which seeks injunctive and declaratory relief, was filed in U.S. District Court for the Southern District of California on behalf of AOPA and its members. Despite filing the suit, AOPA is still seeking resolution of the matter prior to commencement of court proceedings.

The San Diego City Council adopted a curfew ordinance at the airport on Aug. 21, which went into effect early this month at the heavily used general aviation facility. Action was precipitated by noise complaints from persons living near the airport. The prohibition on all but emergency flights during the restricted hours was termed an "interim curfew" that would remain in effect for one year or until a noise monitoring system is installed and operational.

AOPA said the city's ordinance infringes on an area preempted by the federal government, adding that such action is "unreasonable, arbitrary and discriminatory" and therefore exceeds the authority of an airport proprietor and is in violation of the Supremacy Clause of the U.S. Constitution. AOPA also charged the ordinance conflicts with the Federal Aviation Act of 1958, which provides for safe and efficient use of the navigable airspace, constitutes a breach of the city's contractual obligations with FAA and is an "unreasonable and undue burden on interstate commerce, which will far outweigh any benefit derived by the city."

FAA EXPECTED TO PUBLISH NEW FLIGHT TIME RULE EARLY NEXT YEAR

Federal Aviation Administration concluded public discussions of proposals on a new series of flight time limits for commercial pilots last week and agency officials told *BA* they expect to complete writing a final rule by the end of November. FAA held the last of a series of meetings last Tuesday with a group of industry representatives who have been working with the agency in fashioning a new flight time standard for Part 121 and 135 commercial pilots *(BA, July 30/33)*. No major changes were adopted at last week's session and it is expected the final rule will closely reflect an NPRM published early this year *(BA, April 2/107)*.

An FAA official said there are three major questions still to be resolved: should the minimum rest period for pilots be 7.5 hours or eight hours?—normal rest period would be nine hours, but would be allowed to slip to either eight or 7.5 hours under certain circumstances; should operators be permitted to schedule pilots for up to nine flight hours (instead of eight) during the same duty period?; and, should Part 121 standards be required for aircraft with more than 30 passenger seats or should commuters be able to operate under Part 135 with aircraft up to 60 passenger seats? Although there are several other issues still undecided, an FAA official said those three are the most controversial. He said he expects FAA to complete a final rule by Nov. 30. It will then begin executive branch review and could be published early next year if there are no major problems.

MINETA BLASTS ADMINISTRATION FOR FAILURE TO HIRE ENOUGH CONTROLLERS

The Reagan Administration made a "major miscalculation" by failing to hire enough air traffic controllers during the past two years, Rep. Norman Mineta charged last week. The controller shortfall is one of the

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — AUGUST UNIT SHIPMENTS

		Aug. 84	Cal. Year	Fisc.** Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	0	2	2
BE-F33A	Bonanza	3	19	22
BE-V35B	Bonanza	1	5	5
BE-A36	Bonanza	7	71	90
BE-B36TC	Bonanza	1	28	44
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	1	3	3
BE-58	Baron	3	34	44
BE-58TC	Baron	0	0	1
BE-58P	Baron	2	19	21
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	0	8	16
BE-C90-1	King Air	4	19	21
BE-F90-1	King Air	1	11	18
BE-B100	King Air	0	0	0
BE-200	Super King Air	2	22	37
BE-200C	Super King Air	1	1	2
BE-300	Super King Air	4	12	12
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	2	16	16
TOTAL		32	279	373
Manufacturers net billing - $28,153,069				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	3	16	19
HS-748		0	1	4
BAe 146-100			1	4
BAe 146-200		0	-	6
HS-125-700	Model A	0	2	4
HS-125-700	Model B	0	4	6
HS-125-800	Model A	3	5	5
HS-125-800	Model B	1	2	2
TOTAL		7	36	50
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	1	5	8
BN-2T	Islander	0	3	9
Mark III	Trislander	0	1	2
TOTAL		1	9	19
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	2	2
CL-601	Challenger	1	13	21
TOTAL		1	15	23
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		13	35	36
CE-A152	Aerobat	1	1	2
CE-172	Skyhawk	18	38	128
CE-172	Cutlass	0	8	11
CE-172RG	Cutlass	12	18	28
CE-182	Skylane	9	47	67
CE-182	Turbo Skylane	2	5	5
CE-182RG	Skylane RG	3	14	20
CE-182RG	Turbo Skylane RG	2	11	11
CE-185	Skywagon	2	11	17
CE-U206	Stationair 6	7	34	42
CE-TU206	Turbo Stationair 6	4	23	28
CE-207	Stationair 8	1	14	17
CE-TU207	Turbo Stationair 8	1	1	2
CE-210	Centurion	3	20	25
CE-T210	Turbo Centurion	6	43	47
CE-P210	Pressurized Centurion	1	13	27
CE-188	Agtusky	0	1	2
CE-188	AgTruck	0	5	6
• Multi-Engine				
CE-303	Crusader	7	28	36
CE-335		0	0	0
CE-340		1	9	10
CE-402		2	5	9
CE-404	Titan	0	0	0
CE-414	Chancellor	3	13	15
CE-421	Golden Eagle	4	8	9
CE-425	Conquest I	2	11	19
CE-441	Conquest II	3	5	15
CE-500	Citation I	1	4	6
CE-550	Citation II	3	24	34
CE-650	Citation III	5	31	39

		Aug. 84	Cal. Year	Fisc.** Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	3	3
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	1	5	6
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		117	538	725
Manufacturers net billing - $59,040,994				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	3	7	9
AD-My.50	Falcon	3	12	12
TOTAL		6	19	22
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		2	9	10
DHC-7		0	8	10
TOTAL		2	17	20
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	1	10	14
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	1	10	15
EMB-712	Tupi (PA-28-181 Archer II)	1	6	7
EMB-720	Minuano (PA-32-310 Saratoga)	0	5	6
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	5	5
• Multi-Engine				
EMB-110P1	Bandeirante	0	5	14
EMB-110P1A	Bandeirante	0	4	4
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	2	20	26
EMB-820	Chieftain	1	2	2
TOTAL		6	67	101
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	7
Fairchild 300		0	1	1
Merlin IV-C		0	2	3
Metro III		3	10	22
Expediter		0	0	5
TOTAL		3	15	38
Manufacturers net billing - $7,016,830				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		1	3	11
LR-36A		0	1	1
LR-55		3	12	23
TOTAL		4	16	37
GULFSTREAM AEROSPACE				
• Multi-Engine				
GR-1159A	Gulfstream III	3	23	32
AE-840	Turbo Commander	2	2	3
AE-900	Commander 900	1	5	14
AE-960		0	0	0
AE-1000		0	2	5
TOTAL		6	32	54
Manufacturers net billing - $40,648,000 (Exports: One G-III to Brunei)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	1	5	13
TOTAL		1	7	21

		Aug. 84	Cal. Year	Fisc.** Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		4	14	23
LA-250	Renegade	1	8	9
TOTAL		5	22	32
Manufacturers net billing - $595,504				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		6*	20	20
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	1	3
M-6-235		0	4	4
TOTAL		6*	25	28
Manufacturers net billing - $225,900				
(*Includes one special order M-6-180C)				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	0	10	12
TOTAL		0	10	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	1	3
Diamond		0	10	18
TOTAL		1	11	21
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	6	49	69
M-20K	231	10	38	66
TOTAL		16	87	135
(Exports: One M-20J to Australia)				

		Aug. 84	Cal. Year	Fisc.** Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	4	68	105
PA-28-181	Archer II	13	72	96
PA-28-236	Dakota	2	21	28
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	1	15	23
PA-32-301	Saratoga	1	13	16
PA-32-301T	Turbo Saratoga	1	5	7
PA-32R-301	Saratoga SP	0	11	24
PA-32R-301T	Turbo Saratoga SP	3	18	27
PA-46-310P	Malibu	9	63	73
• Multi-Engine				
PA-31-310	Navajo	0	2	2
PA-31-325	Navajo C/R	1	5	6
PA-31-350	Chieftain	0	14	22
PA-31P-350	Mojave	0	12	22
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	3	6
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	0	2	7
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	1	10	13
PA-34-220T	Seneca III	4	56	84
PA-44-180	Seminole	0	3	3
PA-44-180T	Turbo Seminole	1	8	8
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	6	5	5
PA-700P	Aerostar	1	7	8
PA-T1020		0	0	7
PA-T1040		2	5	6
TOTAL		44	419	610
Manufacturers net billing - $8,755,000				
SHORT BROTHERS LTD.				
• Multi-Engine				
SFJ-CS-7	Skyvan	0	1	1
SD-3-30		0	3	3
SD-3-60		0	19	28
TOTAL		0	23	32
SINGLE-ENGINE		162	995	1,370
MULTI-ENGINE		96	652	983
GRAND TOTAL		258	1,647	2,353

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	August			Calendar Year to Date			Fiscal Year to Date		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	32	38	22	279	276	389	373	378	667
British Aerospace	7	7	3	36	36	20	50	47	30
Britten-Norman	1	0	0	9	8	12	19	14	20
Canadair	1	*	*	15	*	*	23	*	*
Cessna	117	139	155	538	866	1,643	725	1,204	2,569
Dassault	6	5	1	19	22	40	22	43	57
De Havilland	2	0	*	17	9	*	20	17	*
Embraer	6(1)	7(5)	16(6)	67(19)	53(18)	137(44)	101(39)	86(32)	185(61)
Fairchild	3	1	0	15	9	29	38	28	65
Gates	4	2	5	16	21	64	37	49	108
Gulfstream	6	7	4	32	38	57	54	69	93
Israel	1	0	*	7	5	18	21	5	27
Lake	5	2	3	22	16	13	32	24	22
Maule	6	2	2	25	30	30	28	39	37
Maule Air Inc.	0	*	*	10	*	*	12	*	*
Mitsubishi	1	3	1	11	23	11	21	45	23
Mooney	16	11	12	87	90	127	135	141	199
Piper	44	42	64	419	443	706	610	710	1,175
Short	0	4	2	23	24	12	32	27	15
TOTAL	258	270	290	1,647	1,970	3,310	2,353	2,927	5,298

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available.

** Fiscal year October 1 - September 30.

THE WEEKLY OF BUSINESS AVIATION

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NEW ARO PROCEDURES, FLIGHT PLAN REQUIREMENTS PLANNED NOV. 1

Federal Aviation Administration plans to implement a new airport reservation policy for general aviation operators at three additional congested airports this Thursday (Nov. 1) and also will be urging voluntary compliance from operators in filing flight plans at least four hours in advance of intended arrival at six congested airports. As of Nov. 1, FAA plans to begin operating Atlanta Hartsfield, Denver Stapleton and Newark International as high density airports during selected periods and GA users will be asked to call the Airport Reservation Office (ARO) to obtain reservations into and out of the airports during peak traffic periods. In addition, FAA plans to change the ARO policy currently in effect at Washington National, Kennedy International, LaGuardia and Chicago O'Hare on that date. Under the new policy the ARO will accept reservation requests no earlier than 48 hours prior to the proposed time of operation at the affected aircraft, with a maximum of two reservations per phone call.

Operators planning to use O'Hare, Stapleton, Kennedy, Atlanta, Newark and LaGuardia will be asked to file their flight plans at least four hours in advance of ETA, beginning Nov. 1. The flight plans may be filed up to 24 hours in advance. FAA plans to use the information in its E-Load (Enroute Sector Loading) program to provide near term predictions of air traffic activity in any sector of airspace. FAA also is planning to begin providing more accurate and usable information on the "red sector" program, which identifies those airspace sectors likely to be congested.

In a notice to its members, National Business Aircraft Association noted that the programs beginning Nov. 1 are voluntary, "but we strongly recommend your full participation. These programs, we believe show real potential to reduce delays and will go a long way towards solving the operational problems caused by delays."

REGIONALS ASK CAB TO DELAY CRS PRICING RULE

Regional Airline Association last week asked CAB to defer for six months the pricing aspects of the new rules on computer reservations systems (CRS), slated for Nov. 14 effect. The petition said the delay would give carriers and the CAB time to work out a pricing regime that regionals can afford. RAA said major CRS vendors such as United and American have set deadlines of Nov. 1 and Nov. 5 respectively for carriers to sign new contracts, which have been offered on a "take it or leave it basis." American and United are offering booking fees of $1.75 and $1.85 per segment, respectively, and RAA said "no bargaining has been possible with respect to the charges." RAA added that it estimated the total cost at up to $38 million for the regional industry, or three times the cost of implementing FAA's then-new Part 135 in 1978.

METRO, CHAPARRAL JOINING AA's AMERICAN EAGLE PROGRAM

Two Texas-based carriers are the first airlines to join up with American Airlines in what is being called "an innovative network concept" which will provide feeder traffic into major cities, beginning with the Dallas/Fort Worth hub. Dubbed "American Eagle," the network teams American with Metro Airlines of Houston and Chaparral Airlines of Abilene. As of Nov. 1, Metro will add seven cities in four states to American; Chaparral will add two more as of Dec. 1.

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — SEPTEMBER UNIT SHIPMENTS

		Sept. 84	Cal. Year	Fisc.** Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	0	2	2
BE-F33A	Bonanza	2	21	24
BE-V35B	Bonanza	0	5	5
BE-A36	Bonanza	9	80	99
BE-B36TC	Bonanza	1	29	45
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	2	5	5
BE-58	Baron	5	39	49
BE-58TC	Baron	0	0	1
BE-58P	Baron	5	24	26
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	1	9	17
BE-C90-1	King Air	0	19	21
BE-F90-1	King Air	1	12	19
BE-B100	King Air	0	0	0
BE-200	Super King Air	2	24	39
BE-200C	Super King Air	0	1	1
BE-300	Super King Air	4	16	16
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	2	18	18
TOTAL		34	313	407
Manufacturers net billing — $26,536,248.23				
BRITISH AEROSPACE				
• Multi-Engine				
BAe		2	18	21
HS-748		2	3	6
BAe 146-100		0	1	4
BAe 146-200		0	5	6
HS-125-700	Model A	0	2	4
HS-125-700	Model B	1	5	7
HS-125-800	Model A	2	7	7
HS-125-800	Model B	0	2	2
TOTAL		7	43	57
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2B	Islander	0	5	8
BN-2T	Islander	0	3	9
Mark III	Trislander	0	1	2
TOTAL		0	9	19
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	2	2
CL-601	Challenger	1	14	22
TOTAL		1	16	24
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		26	61	62
CE-A152	Aerobat	0	1	2
CE-172	Skyhawk	30	118	158
CE-172	Cutlass	0	8	11
CE-172RG	Cutlass	16	34	44
CE-182	Skylane	6	53	73
CE-182	Turbo Skylane	1	6	6
CE-182RG	Skylane RG	8	22	28
CE-182RG	Turbo Skylane RG	8	19	19
CE-185	Skywagon	3	14	20
CE-U206	Stationair 6	10	44	52
CE-TU206	Turbo Stationair 6	14	37	42
CE-207	Stationair 8	1	15	18
CE-TU207	Turbo Stationair 8	1	2	3
CE-210	Centurion	6	26	31
CE-T210	Turbo Centurion	10	53	57
CE-P210	Pressurized Centurion	0	13	27
CE-188	AgHusky	0	1	2
CE-188	AgTruck	0	5	6
• Multi-Engine				
CE-303	Crusader	14	42	50
CE-355		0	0	0
CE-340		1	10	11
CE-402		5	10	14
CE-404	Titan	0	0	0
CE-414	Chancellor	3	16	18
CE-421	Golden Eagle	3	11	12
CE-425	Conquest I	4	15	23
CE-441	Conquest II	2	7	17
CE-500	Citation I	0	4	6
CE-550	Citation II	6	30	40
CE-650	Citation III	9	40	47
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		5	8	8
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	6	11	12
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		198	736	923
Manufacturers net billing — $92,354,776				
AVON-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	0	7	9
AD-My.50	Falcon	0	12	12
TOTAL		0	19	22
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		2	11	12
DHC-7		0	8	10
TOTAL		2	19	22
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	3	13	7
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	2	12	17
EMB-712	Tupi (PA-28-181 Archer II)	0	6	7
EMB-720	Minuano (PA-32-310 Seratoga)	1	6	7
EMB-721	Sertanejo (PA-32R-301 Seratoga)	0	5	5
• Multi-Engine				
EMB-110P1	Bandeirante	0	5	14
EMB-110P1A	Bandeirante	0	4	4
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	0	20	26
EMB-820	Chieftain	0	2	2
TOTAL		6	73	107
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	8
Fairchild 300		0	1	1
Merlin IV-C		4	6	6
Metro III		1	11	23
Expediter		0	0	5
TOTAL		5	20	43
Manufacturers net billing — $5,271,705				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		1	4	12
LR-36A		0	1	1
LR-55		0	12	23
TOTAL		1	17	38
GULFSTREAM AEROSPACE				
• Multi-Engine				
GR-1159A	Gulfstream III	3	26	35
AE-840	Turbo Commander	0	2	3
AE-900	Commander 900	1	6	15
AE-980		0	0	0
AE-1000		2	4	7
TOTAL		6	38	60
Manufacturers net billing — $40,941,382				

		Sept. 84	Cal. Year	Fisc. Year
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	1	6	14
TOTAL		1	8	22
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		1	15	24
LA-250	Renegade	0	8	9
TOTAL		1	23	33
Manufacturers net billing – $129,760				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	21	21
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	2	4
M-6-180C		1	*	*
M-6-235		0	5	5
TOTAL		3	28	31
Manufacturers net billing – $121,350				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	0	10	12
TOTAL		0	10	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	1	3
Diamond		0	10	18
TOTAL		0	11	21
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	13	62	82
M-20K	231	9	47	75
TOTAL		22	109	157

		Sept. 84	Cal. Year	Fisc. Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	12	80	117
PA-28-181	Archer II	9	81	105
PA-28-236	Dakota	1	22	29
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	2	17	25
PA-32-301	Saratoga	1	14	17
PA-32-301T	Turbo Saratoga	0	5	7
PA-32R-301	Saratoga SP	2	13	26
PA-32R-301T	Turbo Saratoga SP	0	18	27
PA-46-310P	Malibu	8	71	81
PA-31-310	Navajo	0	2	2
PA-31-325	Navajo C/R	0	5	6
PA-31-350	Chieftain	0	14	22
PA-31P-350	Mojave	1	13	23
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	3	6
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	2	4	9
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	0	10	13
PA-34-220T	Seneca III	4	60	88
PA-44-180	Seminole	0	3	3
PA-44-180T	Turbo Seminole	0	8	8
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	1	6	6
PA-700P	Aerostar	0	7	8
PA-T1020		0	0	7
PA-T1040		0	5	6
TOTAL		44	463	652
Manufacturers net billing – $9,033,700				
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	3	3
SD-3-60		2	21	30
TOTAL		2	25	34
SINGLE-ENGINE		231	1,226	1,601
MULTI-ENGINE		102	754	1,085
GRAND-TOTAL		333	1,980	2,684

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	September			Calendar Year to Date			Fiscal Year to Date		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	34	32	37	313	308	426	407	410	704
British Aerospace	7	6	1	43	42	21	57	53	31
Britten-Norman	0	2	*	9	10	*	19	16	*
Canadair	1	*	*	16	*	*	24	*	*
Cessna	198	170	160	736	1,033	1,808	923	1,371	2,374
Dassault	0	0	3	19	22	43	22	43	60
De Havilland	2	0	*	19	9	*	22	17	*
Embraer	6	11(4)	11(7)	73	64(22)	148(57)	107	97(36)	196(84)
Fairchild	5	8	1	20	17	30	43	36	66
Gates	1	3	7	17	24	71	38	52	115
Gulfstream	6	9	8	38	46	65	60	77	199
Israel	1	2	*	8	7	18	22	7	27
Lake	1	2	2	23	18	15	33	26	25
Maule	3	0	0	28	30	30	31	39	37
Maule Air Inc.	0	*	*	10	*	*	12	*	*
Mitsubishi	0	10	8	11	33	21	21	55	33
Mooney	22	13	10	109	103	137	157	154	209
Piper	44	30	70	463	473	776	652	740	1,245
Short	2	1	0	25	25	12	34	28	15
TOTAL	333	299	318	1,980	2,265	3,623	2,684	3,222	5,340

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available.

** Fiscal year October 1 – September 30.